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Hongkong Sunday Herald

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HONG KONG, SUNDAY, JANUARY 18, 1931.

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INTERPORT RUGBY TRIAL MATCH

Not Helpful To Selectors.

LAMMERT'S GREAT TRY.

Probables Surprised And Defeated.

(By "Touch Judge.")

In the second Interport trial game before a large crowd at
Happy Valley yesterday afternoon the Rest defeated the Club
Colours by a goal and three tries (14 points) to a try (3 points).

The game was not quite all that could be desired from the selec-
tors' point of view, but some high class Rugby was witnessed during
the match. The Club Colours made one change in their fifteen.
S. J. H. Fox coming in instead of J. P. Whitham at full back.

An unfortunate accident to Allera early in the first half after
an exhibition of high promise caused his retirement from further
participation in the match. His early display will not, however, be
forgotten in a hurry. The present form of F/O Beamish is excel-
lent and in him the Navy possess one of the best forwards in the
Colony. More of him will undoubtedly be heard during the Tri-
angular Tournament.

STAYING POWERS REQUIRED.

The Rest kicked off with the
sun in their eyes and soon made
valuable ground as the result of
concentrated forward rushes.

In the tight scrums which
followed loose play there
was little to choose in the
weight of the respective packs
but there was a marked super-
iority regarding the hooking of
the ball. Peers was in excellent
form as the Club hooker and
gave King countless opportunities
of setting his line in motion.
Cox, the opposing hooker, seemed
slow to get at the ball and fre-
quently allowed Peers to gain pos-
session without even a struggle.

Bustling Tactics.
In the loose the Rest forwards
were more impressive on account
of their quickness on the ball.
As a matter of fact I think the
Club forwards were somewhat
surprised by the bustling tactics
adopted by their opponents.
Beamish was ever in the limelight
and received excellent support
from Nicholson and Atkinson. In
the line outs it was very refresh-
ing to see a cluster of fully ex-
tended arms when the ball was
thrown in, and I am glad to say
there were few, if any, pats back
to the scrum-half. It is truly
good to see a keen line out.

With the Rest forwards domi-
nating the play, Fox received
many opportunities to distin-
guish himself, and acquitted him-
self, on the whole, very creditably.
His handling was good and his
kicking when under pressure was
very praiseworthy. Frankham,
at the other end was excellent in
his fielding of the ball and his
kicks to touch were always valu-
able to a hard working pack.

Allera Hurt.
Early in the game Allera and
More showed fine understanding
and with Allera playing a great
game at centre three-quarter this
wing offered the greatest danger
to the defence. Allera once
eluded his opposite number and
gave More a beautiful pass only
to see his partner bundled into
touch. It was a good effort but
unavailing. Soon after this he
received a nasty jar when
Hamilton brought him down and
rose hugging his shoulder rather
painfully.

Although Peers was getting
the ball back fast enough, it was
being held too long in the second
row and consequently King, at the
base of the scrum, had all his time
cut out passing to Turner before
being smothered by Charley.
Turner was not playing at his
best and frequently preferred to
dash into the face of the opposi-
tion rather than pass to his cen-
tre three-quarter. Once or twice
Griffiths received his pass too late
to be able to accomplish anything,
and all too frequently they were
very high to gather at top speed.

Keen Tackling.
On the other wing Ferguson
was finding Plummer a little too
troublesome and could not try as
he did, evade his shadow. The
tackling all-round was very keen,
too keen, in fact, to allow for a
great deal of open play. The Club
three-quarter would show splen-
did combination, but after a cer-
tain amount of ground had been
gained the ball would again be
taken charge of by the forwards.
Manney particularly caught the
eye in his capacity of wing for-
ward. Charley must have won

several times who it was
that came round the wrong side
of the scrum and obstructed any
passing movement.

Allera was forced to leave the
field on account of his shoulder
injury and his place was taken by
Ferguson. Manney coming out of
the scrum into the right wing
three-quarter position. Shortly
after Butler was forced to retire
for a few minutes, but very soon
resumed again.

More Enterprise.
Frankham was playing a great
game in defence and showed more
enterprise than he had done in
previous matches. He took the
ball literally from the feet of the
attacking forwards and found
touch time and again with well
directed kicks. A further change
was made in the Club side—
Manney going back into the scrum
and Peers taking his place at
three-quarter.

As the result of a forward rush
the Rest scored an unconverted try
through Hamilton, who took ad-
vantage of a bad mistake by Fox
and touched down near the flag.
Fox completely misjudged a kick
forward and from the rebound
Hamilton went over. His kick at
goal just went below the cross bar.
A free kick for offside in the
Rest twenty-five gave the Club an
opportunity to equalise. Turner
took the kick and proceeded to try
a dropped goal. The ball hit the
posts below the cross bar and was
instantly booted into touch. The
opportunity was lost. I should
have thought a placed goal would
have been safer and far more ac-
curate.

"Run Straight."
A pretty movement was com-
menced when Burch received and
broke through a crowd of players,
but forgetting the golden rule of
"run straight" he bunched his
three quarters into the touch line
and the opening, which might well
have led to a score, proved value-
less. Hamilton was sliding touch
with some very fine kicks when
hard pressed and his penalty kicks
always gained appreciable ground.
It was shortly before half-time
when Lammert gained possession
and, evading the attentions of five
players in a magnificent cork-
screw run, touched down beneath
the posts for one of the most spec-
tacular tries of the season. It was
a true glimpse of his old form.
Nicholson added the goal points.

Another Penalty.
Charley was pulled up for off-
side play on several occasions, but
the slow heeling of the Club for-
wards was largely to blame for
this. Frankham placed his side in
danger by giving the Club a free
kick ten yards from the line for
refusing to play the ball. Turner
tried another drop and again failed,
though it was again a good
kick. The Rest were soon attack-
ing and offside play by the Club
wing forwards placed them in a
dangerous position. A clever re-
verse pass by Douglas nearly sent
Hamilton over, but Griffiths brought
off a beautiful tackle in the nick
of time.

Half-time.
Club Colours 0 pts.
The Rest 3 pts.
A free kick for foot up in the
scrum gave Frankham an oppor-
tunity to add further points but
his attempt failed and Campbell re-

A GREAT SINGER.

**Dame Clara Butt Talks
About Herself.**

ONLY A SHORT VISIT.

"The lady with the smiling eyes,"
is how I should describe Dame
Clara Butt, for in meeting this
great contralto for the first time
one is impressed above all else by
her large, brilliant brown eyes, cap-
able of expressing laughter or scorn
in a single flash.

Mrs. Kennerley Rumford, as she
is in private life, received me in
her handsome suite in the Repulse
Bay Hotel, where she has an un-
interrupted view of the bay and its
traffic of junks and sampans.

"Beautiful, isn't it?" she mur-
mured, in a gesture which took in
all Hong Kong. "But I find it
very cold, you know. Br!" She
shivered, just to show how cold she
found it after India and Singapore,
although the steam-heated room had
a temperature of seventy degrees.

Sir Arthur Sullivan.
Mrs. Rumford accentuates every-
thing she says with a gesture—
either with her eyebrows, which can
speak more plainly than words, or a
dramatic movement of her hands.
"Most people who come to inter-
view me know nothing of music or
singing," she said, with a rich, con-
tralto laugh.

She made herself comfortable in
an easy chair, with her feet on an-
other, and spoke about her friend-
ships with Sir Arthur Sullivan,
Bernard Shaw, and other notabil-
ities.

Of the author of "St. Joan," she
had an amusing story to tell. On
one occasion she was singing at the
Crystal Palace, being supported by
a choir of 5,000 singers. Bernard
Shaw, who at that time was music
critic on the Star, wrote of the per-
formance: "I cannot understand
why they should choose a singer like
Clara Butt to drown 5,000 perfectly
good voices," or words to that
effect, indicating that the compass

INTERNATIONAL RUGBY.

**England and Wales Play
Drawn Match.**

(From Our Own Correspondent.)

London, Yesterday.
The annual Rugby football
match between England and
Wales was played at Twicken-
ham to-day, a great game be-
fore an enormous crowd re-
sulting:—
England 11 points
Wales 11 points

of her voice was tremendous. They
were great friends after that, the
veteran playwright even writing a
preface to her biography, "My Life
of Song," a volume full of amusing
and interesting incidents of pre-
War Britain.

Always Different!
"Do you know," said Dame Clara
Butt, once more the singer, "I
think one never quite gets accus-
tomed to an audience. They are
never the same, never! We might
sing in Manchester one week and
have a perfect reception, and the
next week we might have a very
mild ovation. It is difficult to ex-
plain why this is so. I think a lot
depends on individual members of
the audience whose enthusiasm
rapidly spreads to other people in
the auditorium. Anyway, I look
forward to singing in fresh places
immensely, and I was quite thrilled
about my performance in your 'City
Hall.'"

"When did you actually
arrive?" I asked.
Dame Clara Butt looked into the
past. "Ah! its a long time ago,"
she laughed. "I first began to sing
when I was a child of ten. I sang
whenever and wherever I could. I
loved singing. Now that I come to
think of it, I don't believe that I
ever had any real ambition. I
simply loved to sing and determined
to make it my career. As you
know, I made my debut in a Royal
College of Music students' per-
formance of "Orpheus" in the Lyceum
Theatre in 1892, when the then
Prince of Wales was present."

"And after that you were the idol
of the public?" I asked, and she
laughingly assented.
Indian Music.
Dame Clara admitted that she
was very fascinated by Indian
music and thought it had great po-
tentialities. She would very much
like herself to sing certain songs.

ST. STEPHEN'S.

**Visit of a Chinese
Statesman.**

PRIZE-GIVING.

In the presence of a large
number of guests in the School
Hall, the Hon. Dr. Foo Ping-
shung, LL.D., B.Sc., distributed
the prizes at the annual prize giv-
ing of St. Stephen's College, at
Stanley yesterday afternoon.

The Hon. Dr. S. W. T'so, O.B.E.,
LL.D., presided, and was support-
ed by the Hon. Sir Shou-son Chow,
the Hon. Mr. W. E. L. Shenton,
the Hon. Mr. Paul Launder, and
Messrs. Mok Kon-sang, Li Hoi-
tung and Tang Shiu-kin.

The proceedings opened with a
prayer by the Rev. G. K.
Carpenter, after which the Hon.
Dr. T'so read a letter from the
Bishop of Victoria, who regretted
his inability to attend. Dr. T'so
said that before he asked the
Warden to present his report, he
would like on behalf of the
College Council and those pre-
sent, to extend a hearty welcome
to the Hon. Dr. Foo Ping-shung,
who, the speaker declared, was
an old student of the College and
a brilliant scholar. (Applause).

Successful Statesman.
He was now a successful states-
man and his latest achievement
was the codification of the new
Civil Code of China. The School
and University, said Dr. T'so, were
very proud of Dr. Foo, and they
were very pleased to have him
there that afternoon, which would
remain Dr. Foo of the days of
old. The speaker wished him
every success in his career.
(Applause).

Warden's Report.
The Rev. E. W. L. Martin said:
"The report for 1930 contains a
series of matters for which we all
feel profoundly thankful."

Numbers.—The past year has
shown an increase in boarders
from 73 to 114. The total num-
ber of boys is 145 of whom 31
are day-boys. The latter travel
either by our own School bus, or
in private cars. Most of the new
boys this year are from local
families.

Staff.—The Staff was strength-
ened in the early part of the year
by the arrival of Mr. J. A. Gaunt,
M.A., Fellow of Trinity College,
Cambridge; and later by the re-
turn of Mr. F. A. Britton, M.A.,
Queen's College, Oxford, and
Mrs. Britton; and the arrival of
Dr. P. S. Stewart, M.B., M.Ch.
(T.C.D.) and Mrs. Stewart.
Buildings.—We take this op-
portunity of publicly thanking
Mr. T. N. Chau and his brothers
for a most generous donation to-
wards a staff bungalow, which is
urgently required and will cost
\$15,000. The Council wish to
erect a tablet in the College in
memory of Messrs. Chau's
father, the late Hon. Chau Siu-
kie.

The new science building is
being erected. A Committee is
at working planting the estate,
and we have to thank Lady Peel
for kindly sending some shrubs.
We most gladly welcome help of
this kind.

Health.—The health of stud-
ents and staff has continued to be
excellent. Our resident doctor
has medically examined every
student in the School and attends
daily to any needs that may arise.
Studies.—This year we obtained
third highest percentage of
passes among the largest schools
in the Matriculation Examination.
Taking Chinese names only, in the
lists, our percentage of passes is
the highest among the large
schools of the Colony. Eight
students gained Matriculation
Certificates and all have already
entered the University, except
one overseas student who is
awaiting his father's permission
to do so. One student was
awarded the Senior Ceror Certi-
ficate, six distinctions were ob-
tained, of which one student, Ip
Kung-chiu, claimed no fewer
than four.

We have to thank the
Hon. Sir Shou-son Chow for
kindly presenting special prizes
for Chinese Essay, and the Hon.
Dr. Kotwall for kindly giving a
gold medal for the Dux in Chinese
studies.

Sports.—Facilities for sports
have been fully enjoyed. Swim-
ming takes place in the Summer
under careful supervision. The
six tennis courts and the football
field are in daily use. But
visitors from Europe often ex-

COTTON CRISIS.

**General Lock-Out After
Deadlock.**

NEGOTIATIONS FAIL.

Rugby, Yesterday.
The intervention of the Ministry
of Labour and 10 hours of confer-
ences yesterday failed to effect a
compromise in the cotton dispute.
General lockout notices of em-
ployers throughout the Lancashire
Weaving Sheds began to-day. Dur-
ing yesterday's negotiations a dead-
lock was reached, owing to the
weavers' refusal to go beyond their
general Council's decision to ballot
members of the Union and the em-
ployers' decision not to lift the
lockout notices for a week until the
ballot result was known. Arrange-
ments for a ballot on the gradual
introduction of more looms to the
weavers' system are proceeding.—
British Wireless Service.
Over 200,000 Idle.
London, Yesterday.
The general lockout of weavers
in Lancashire began at noon.
Seven hundred thousand looms and
over 200,000 operatives are idle.—
Reuter.

press surprise at a school at-
tempting to run on the Public
School model with only one foot-
ball field. The success of the
school, in this most important
direction, seems to depend on its
developing five or ten playing-
fields where the whole school can
be turned out every day from 4 to
6 p.m. to play cricket or football
in their season.

Christian Union.—Collections
have been taken in school for
 famine relief, Chinese Mission to
Lepers, Pakhoi Hospital and local
institutions. On Christmas Eve,
the students arranged tea and
games for the children of Stanley
Village, and a concert was given
on Christmas Day in the village
school.

Social Efforts.—Concerts and
debates have been held on Sat-
urday evenings. The Art Club and
Photographic Club have both
flourished. The "tuck shop" ex-
ceeded expectations by paying a
dividend to the student share-
holders! The Night School Com-
mittee provided evening classes
for the servants.

Visitors.—H.E. The Governor
and Lady Peel honoured the School
with an informal visit on
December 2. To-day we warmly
welcome the Hon. Dr.
Foo Ping-shung, LL.D., who
is an Old Boy and Old Mas-
ter of the School, the first
Graduate of the University to re-
ceive the Honorary LL.D., and
one who has already won distinc-
tion in his Country Service.

Hon. Mr. Shenton's Speech.
The Hon. Mr. W. E. L. Shenton
said:—
"The Hon. Dr. T'so, Ladies and
Gentlemen, — During the period
of my 23 years' life in
Hong Kong I have been
fortunate on more than one
occasion — from time to time
opportunities have come my way
which I constantly recall with
ever-increasing pleasure."

To-day I have the opportunity
of expressing on behalf of St.
Stephen's College our apprecia-
tion of Dr. Foo's presence here—
this is a privilege I highly prize
and shall often remember.
There can be few honours more
congenial to a man than the
encomiums of his old school
fellows, on his return from
the scene of his labours,
especially when he knows
that the praises tendered to him
are well merited, and when he is
conscious of the fact that he has
been able in no small measure to
assist the land of his birth in her
great effort of reorganisation and
regeneration.

To you, Dr. Foo, on behalf of
your old school, I can express our
appreciation in two simple words
— two words full of meaning, and
carrying with them our heartfelt
emotions: "Welcome home!"
— what more can your school offer.
"On their own merits modest
men are dumb."
Your university has conferred
on you the highest honour it is
in her power to confer, she has
recognised your sterling worth,
your work on behalf of your coun-
try, and the esteem in which she
holds you.

I will not refer to the many
distinguished positions which
you have held during the course
of your career, they are well
known to us in this Colony, says
(Continued on Page 2.)

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SPECIAL SALOON FARES.
WEEK DAYS.—Single \$3.00; Return, \$5.00.
SUNDAY and EXCURSIONS.—Single: \$2.50; Return: \$4.00.
EXCURSION TO MACAO.

SUNDAY, 18th January
S.S. "SUI TAI"

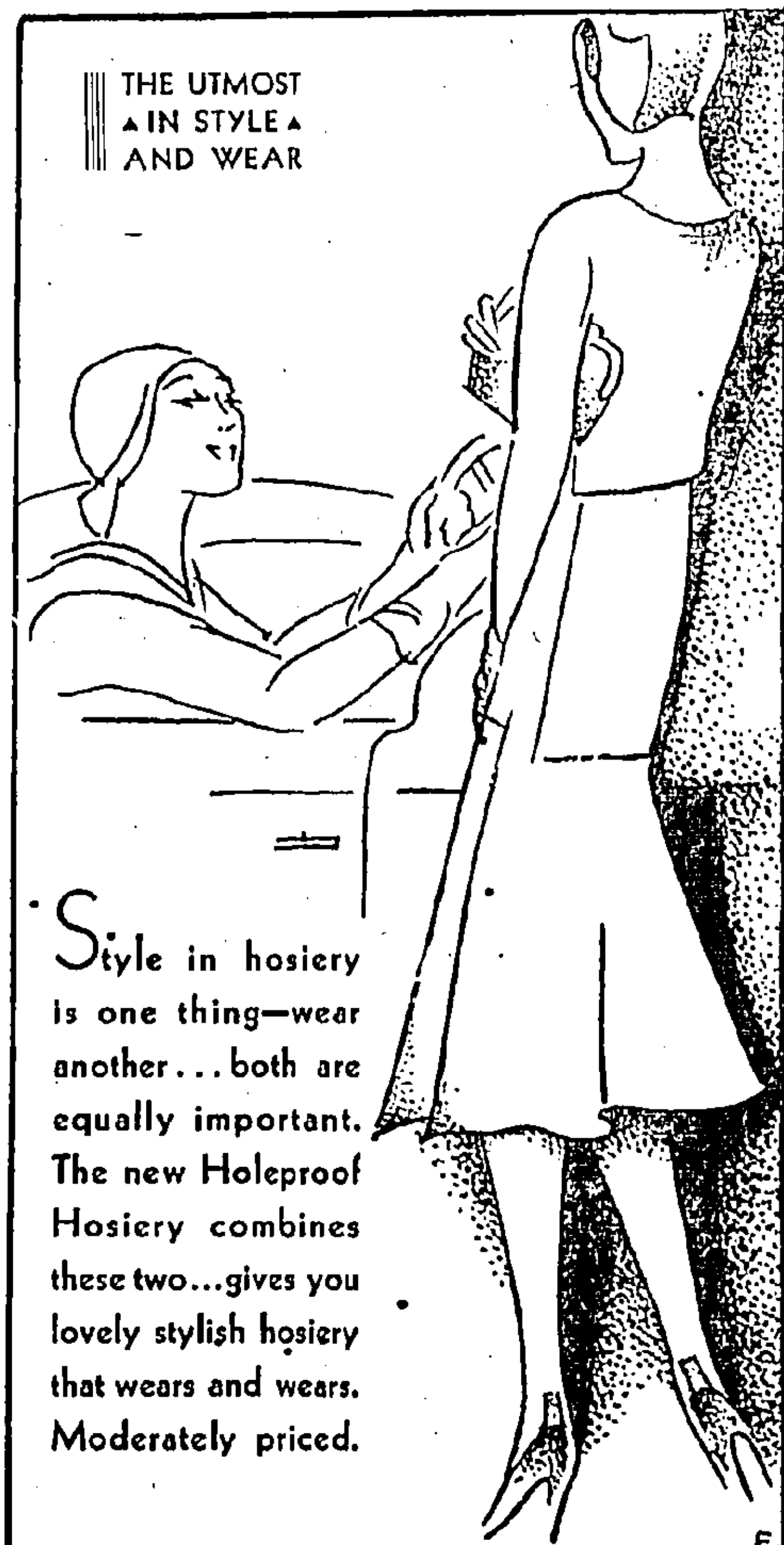
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NOTE.—All Steamboat Company's Steamers are fitted with wireless.

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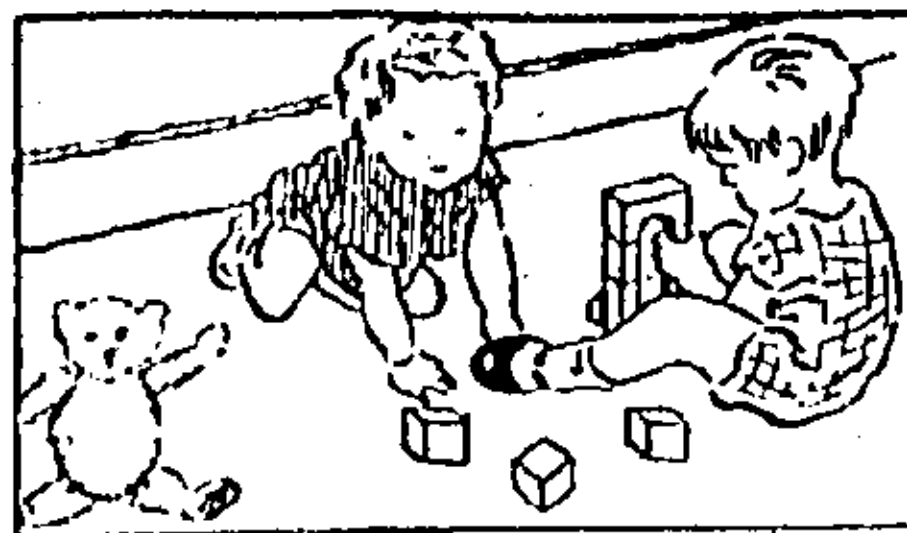
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CURTAINS
ASH TRAYS
NECKLACES
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THE UTMOST
IN STYLE
AND WEAR

Style in hosiery
is one thing—wear
another...both are
equally important.
The new Holeproof
Hosiery combines
these two...gives you
lovely stylish hosiery
that wears and wears.
Moderately priced.

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CHILDREN'S CORNER

SOS.

Most people are immensely thrilled by the famous wireless call SOS. The thought of an operator seated at his post while possibly the water surges around his feet appeals to our sense of the heroic. All stations on hearing the SOS must cease, as this call takes precedence over all other types of signals. The SOS, as heard on the wireless is and is transmitted much slower than ordinary Morse.

Most young people think that SOS stands for "save our souls" or "send out succor." But it does not stand for anything, the letters SOS being adopted for their distinct quality and simplicity. SOS is of comparatively recent date, and was preceded by CQD, this being the old Marconi distress signal.

Wise Sayings.

Many a man goes into a restaurant for a cup of coffee and comes out with a brand new umbrella.

Nothing improves with anger, except the arch in the cat's back.

A motor car with one horn can toss a man further than a bull with two.

Edison invented the phonograph so we could sit up all night and use his electric light.

A man whose word goes a long way is the one at the broadcasting station.

Should soda water be written as separate words or should there be a syllable between them?

The force that moves the world is the police force.

Magic Doll.

Here is a simple trick that will puzzle your friends. For this trick you need a long clear-glass bottle, a tiny kewpie, and a piece of balloon rubber.

Make a hole in the bottom of the kewpie, and fill it with water until it just floats. Then fill the bottle with water, and put the kewpie in it. Stretch the rubber across the bottle, and tie it down tightly.

To work the diver, simply press the rubber, and it will sink and rise at your will.

A Few Stray Thoughts.

Don't spend half of your time wondering how you are going to spend the other half.

A half-truth generally becomes a whole lie.

We are all made in the same mould, but some people are mouldier than others.

The opportunity of lifetime must be seized during the lifetime of opportunity.

A CARD CATCH.

You first want a pack of cards. From the four aces, take one of them and place it at the bottom of the pack (making sure not one of the audience sees you). You then ask one to come and place one of the aces on top, the other one in the middle, and the other at the bottom of the pack.

You then take any number of cards on top and place them under the bottom (putting the top ace under the bottom two). Then say to the audience, "I will make these three aces come together again. Then you throw the cards one after the other on the table until the three aces come one after the other."

HAVE YOU
JOINED THE
TINKER'S BELL
CLUB?
SEE SATURDAY'S
CHINA MAIL.

Seen In The Papers.

News of the Weak.—Doctors' reports.

Well Handled.—The pump.

A Singular Being.—A bachelor.

Light Work.—The gun men's.

How to Grow Fat.—Breed pigs.

A Taking Person.—The policeman.

A Drawing-room.—The dentist's office.

The Worst Thing Out.—Out of cash.

A Home Ruler.—The kitchen poker.

BOY SCOUTS AND
GIRL GUIDES'
Own Corner in the
CHINA MAIL
Every Saturday.

Lolo.

This is a certain place. It is somewhere, and yet it is nowhere. No; it is not a riddle, nor a joke, for Lolo is an island at 0 degrees latitude, and 0 degrees longitude. Hence the name "LOLO." This is true; but can only be found in a large map, for it has few or no inhabitants, and is only known because of its peculiar name.

BOOK TRICK.

Invite someone to take a book, open it at any page, and choose a word in the first nine lines, and not later than the ninth word in the line.

He is then to multiply the number of the page by 10, and add 25, and the number of the line. Multiply the figures thus obtained by 10, and add the number at which the word stands. He must hand you the book and a piece of paper with the result of his figuring on it. You astonish him by opening the book and pointing to the word he chose.

All you have to do is to subtract 250 from the numbers given you, and the last figure will give you the number at which the word stands in the line, the last but one on the number of the line, and the remaining figures the number of the page.

ELFIN WARES.

Twas a sweet elf, a neat elf,
Said to me, said he:
"Will you, will you buy my wares,
Gold and silver jewellery?"

Twas an old elf, a bold elf,
Cried to me, cried he:
"Will you, will you buy my wares,
Collars and lace and frippery?"

Twas a light elf, a quiet elf,
Asked of me, asked he:
"Will you, will you buy my wares,
Fairy's honey from the bee?"

Twas a shy elf, my elf,
Whispered soft to me:
"Will you, will you buy my wares,
Dreams of sweetest memory?"

I bought the wares of the little elf,
Bought all his golden store—
I have my dreams of memory,
What can I want for more?

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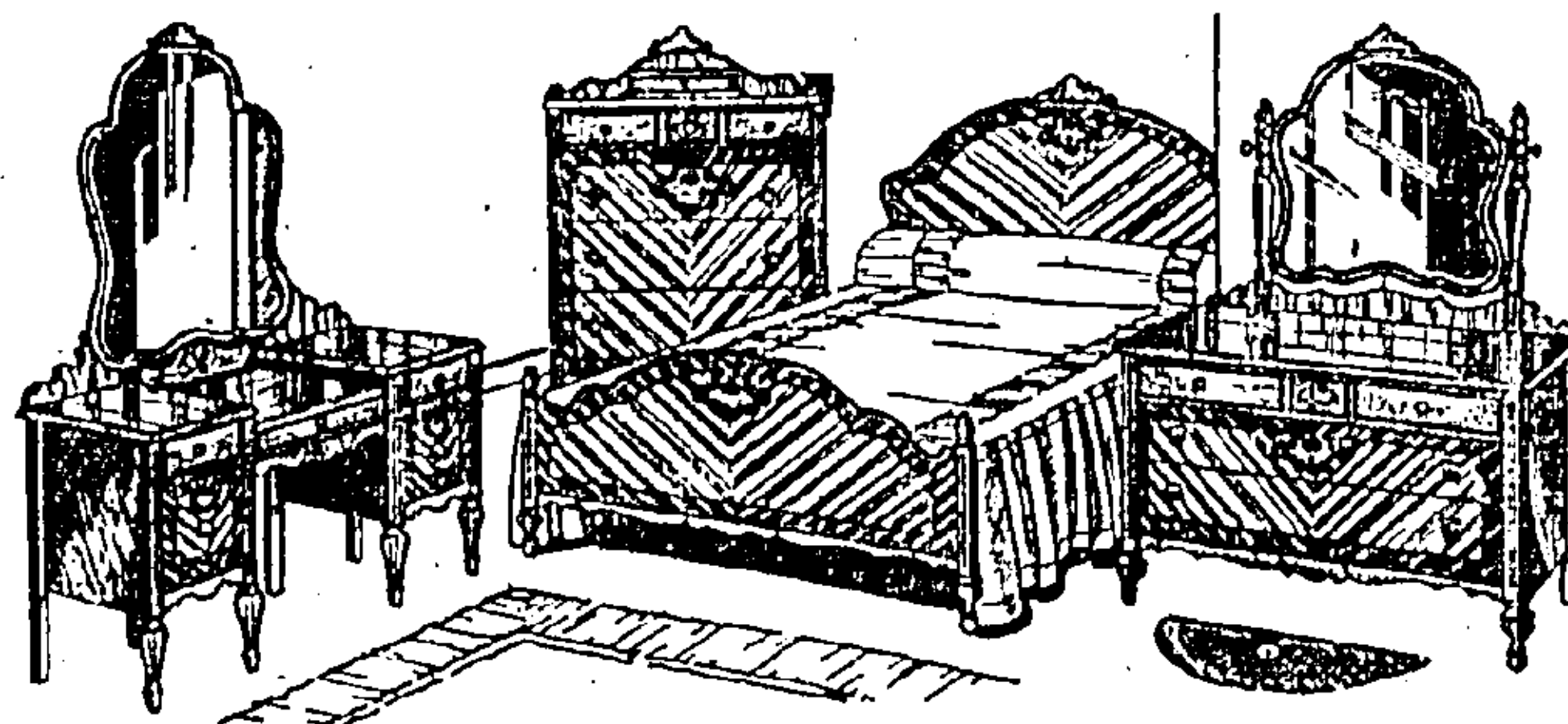
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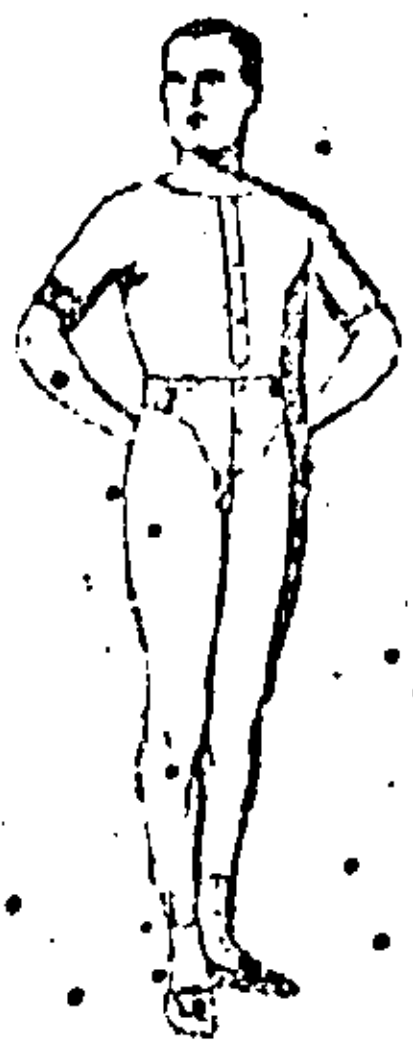


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ATHLETIC WELL DEFEATEDNAVY ADVANCE THEIR POSITION IN
LEAGUE TABLE.
SURPRISE FOR THE CLUB

The tit-bit of yesterday's football was seen at Sookunpoo, where the Argylls showed greater superiority against the Athletic than the score of three goals to two suggests. The Navy accounted for the Borderers by two clear goals, another victory which may give the former the honour of being runners-up in the League. The Artillery surprised the Club and won by the odd goal in three, and the Recreio, strengthened by the return of their star performer, A. B. Gosano, disposed of the Saints on the latter's ground.

In Division II the Navy scored another runaway win, their victims being the Artillery. The Club reserves did well to account for St. Joseph's and the Argylls had no difficulty in overcoming the Borderers.

The leaders of Division II again won, Ewo being the opponents, and R.A.O.C. easily accounted for the R.E., an unexpected result. Both the Airmen and the R.A.S.C. caused surprise by beating Fukien and Athletic, respectively.

League Division I.

NAVY v. BORDERERS.

In a well-fought and thrilling duel at the Stadium, the Navy succeeded in beating the Borderers by two clear goals.

The Borderers opened the attack but a corner on the right was cleared for the Navy to take up the running. For a time the effective kicking of the Borderers' backs kept them out. After a period of end to end play, Rush got through but was pulled up for offside. The free kick gained the Borderers no ground and the Navy came up again to force a corner, but Skinner's flag-kick came to nothing.

On the resumption the Navy took up the running and Dickenson narrowly missed on two occasions. The Borderers then broke away but both Channings and Harris shot wide when well placed.

The Navy defence held out, however, and cleared its lines for the forwards again to take up the running and Magee cutting in, shot, for the ball to strike a defender and rebound into the net, thus opening the scoring for the Navy.

This success appeared to enliven the Navy attack, for they had a period of shooting, but their attack left much to be desired, and it was left to Magee again to score.

Attack slackens. In the closing stages the Navy attack slackened considerably for a time and the Borderers made a brief visit, but Davies shot over the bar and the Navy again returned for Dickenson to shoot wide.

Result:—
Navy 2
Borderers 0
Art. Br. Brown lined out the following teams:—
Navy:—Atkins; Dixon, Ward, Gatehouse, Robson, Robertson; Magee, Rush, Dickenson, Farrow and Skinner.
Borderers:—Johnson; Mullane, Williams; Underwood, Eymon, Morgan, Harris, Davies, Channings, Morgan and Duncan.

ARGYLLS v. ATHLETIC.

At Sookunpoo, before the biggest crowd yet seen there, the Argylls, for the second time this season, claimed full points from the Athletic by defeating them by the odd goal in five. This was a brilliant game, perfectly controlled by Mr. V. Moncald, R.N., in a creditable manner.

Bright, snappy play on both sides was a feature, the Argylls serving up the short passing type, which, if not finally effective, was distinctly progressive, taking them within shooting distance. Lam Yak-ying tried a long pot but it went over.

From the spot-kick McKenna gained the ball and put it through for Lowden to dodge around the back and leave Chan standing with a low, fast drive, work being displayed by both teams, particularly by Hayes in the Argylls' half line.

The half way whistle saw the teams still fighting with perhaps the Argylls' defence slightly superior.

Three hard shots in as many seconds from Suen saw the last one strike Henderson, inside the "box," and a penalty was awarded to the Athletic — a fair decision, as the ball might have finished up in the net but for hitting Henderson. Suen took the spot kick and scored.

After this levelling up of matters, the Athletic ground-in with greater determination, but soon the Argylls went ahead again through Lowden who, with his back to the goal, jumped and nodded the ball backwards into the corner of the net with Chan

well out of reach of Hughes's accurately paced corner kick.

Excitement runs high.

Christie centred for Hughes to hit the side of the net, and Hughes, running down his wing, centred nicely for Lowden to nip in and register his "hat trick."

Fast play ensued, the Athletic ever striving to reduce the lead. Suen was prominent with a "daisy cutter" which had Hunter at full length.

Suen's efforts were at last rewarded with a goal. Receiving from Wong Sui-wah, he dashed down and out to the left, and when about fifteen yards from goal, turned with incredible speed and shot. What a shot! Hunter stood no earthly chance. The crowd rose as one man and applauded.

Result:—
Argylls 3
Athletic 2

Teams:—
Argylls:—Hunter; Blackburn, Henderson, McKenna, Hayes, Yeoman, Christie, Sickenka, Lowden, McQuade and Hughes.
Athletic:—Chan, Shek-pui; Leung Yuk-long, Lai Yuk-lai; Ho Che-yin, Wong Sui-wah, Lam Yui-ying, Lee Wing-hing, Lee Wai-koon, Ho Yee-leung, Suen Kam-shun and Lee Yee-sun.

Referee: Mr. V. Moncald, R.N.

R.A. v. CLUB.

A fine, sparkling game was played at Caroline Hill, with the Artillerymen just about the better side. The Club kicked off and started with a rush by the left wing, but Frearson cleared. Hands against Bryant gave the Club a start, but the Artillery backs were alert and gave the Club forwards no chance of getting in a real effective shot.

The Club had an opportunity through a bad clearance by Frearson. Baldwin centred but Wallington headed behind. The Club continued to press and a centre from Gray gave Segelan a chance to open the score with a fine shot into the top of the net.

Bryant was responsible for the R.A. opening their account with a centre. Strange misjudged the flight of the ball and Moore ran in and headed the ball into the net. Five minutes later Schofield received a pass from Ashley and running down the line centred and Bryant scored by sliding along the ground and pushing the ball into the net with the sole of his boot.

Result:—
R.A. 2
Club 1

Mr. Gregory lined up the following teams:—
R.A.:—Johnson; Frearson, Taylor; Gough, Salt, Ashley, Rogers, Bryant, Allan, Moore and Schofield.
Club:—Rodger; Strange, Johnson; Watson, McBride, Duncan; Gray, Segelan, Bishop, Wallington and Baldwin.

ST. JOSEPH'S v. RECREIO.

In this match, played on the Saints' ground, Happy Valley, the Recreio, by reason of their better forward combination, took both points from St. Joseph's. A. V. Gosano made a welcome return to the Recreio attack, thus considerably strengthening it.

The Recreio opened the attack and made ground when B. Gosano ran down, and centred, but Rocha shot into the custodian's hands. Fernandes made a fine run down the line and put to Castilho, who centred for three of the Recreio defenders to completely miss the ball, and Skinner dashing up, shot wide.

The Recreio returned with Santos in possession and from the pass Rocha (Recreio) shot to hit the post and Ward dashed in to put the ball into the net, opening the scoring for the Recreio.

From a goal kick the Saints went away to equalise, when, from Victor's centre, Castilho headed through from close in. After twenty-five minutes the Saints took

the lead after Fernandes had transferred play to the Recreio's goalmouth. From the winger's centre D. Leonard dribbled his way through and shot for Lawrence to fumble in clearing and Dolgado rushed in, caught the rebounding ball, and shot it well out of Lawrence's reach into the net.

Santos then got away and sent over a high shot which Rocha punched behind, but the corner kick was cleared.

On the resumption, Rocha partially saved his namesake's shot, the ball returning to that forward, and he shot over the defenders' heads to catch the custodian unslighted. The ball went into the net, giving the Portuguese the lead.

Skinner then tried a long shot which Lawrence cleared well to

RESULTS AT A GLANCE.

Division I.			
Navy	2	Borderers	0
Club	1	R.A.	2
Argylls	3	Athletic	2
St. Joseph's	1	Recreio	6
Division II.			
Navy	8	R.A.	0
University	2	South China	2
Club	3	St. Joseph's	0
Borderers	0	Argylls	3

Borderers	0	Argylls	3
Recreio	0	Athletic	3
Division III.			
Fukien	0	R.A.F.	3
R.A.O.C.	3	R.E.	0
Ewo	0	Borderers	2
R.A.C.	2	Athletic	0

R.A.S.C.	3	Athletic	0
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GOAL SCORERS.

The following were the goal scorers in yesterday's League matches:

GOAL SCORERS.

The following were the goal scorers in yesterday's League matches:—

Division I.		
Lowden (Argylls)	3	
Rocha (Recreio)	2	
Magee (Navy)	2	
Gosano, A. V. (Recreio)	2	
Leonard, D. (St. Joseph's)	2	
Suen Kam-shun (Athletic)	2	
Penalty	2	
Segelan (Club)	1	
Moore (R.A.)	1	
Bryant (R.A.)	1	
Ward (Recreio)	1	
Castilho (St. Joseph's)	1	
Dolgado (St. Joseph's)	1	

Division II.		
Nash (Navy)	4	
Bell (Club)	3	
Potts (Navy)	3	
Kirkby (Navy)	2	
Cheney (South China)	1	
Woo Yu-tong (South China)	1	
Rho (University)	1	
Candah (University)	1	
Ballantyne (Argylls)	1	
Alexandra (Argylls)	1	
Grice (Argylls)	1	
Lo Chai-wan (Athletic)	1	
Li Fong (Athletic)	1	
Hui Yui-fai (Athletic)	1	

Division III.		
Sansom (R.A.O.C.)	2	
Atkins (R.A.F.)	2	
Powell (Borderers)	2	
Brennan (R.A.S.C.)	2	
Sands (R.A.O.C.—penalty)	1	
Kearns (R.A.F.)	1	
Cole (R.A.S.C.)	1	

LEAGUE TABLES TO DATE.

Sansom (R.A.O.C.)	2
Atkins (R.A.F.)	2
Powell (Borderers)	2
Brennan (R.A.S.C.)	2
Sands (R.A.O.C.—penalty)	1
Kearish (R.A.F.)	1
Cole (R.A.S.C.)	1

LEAGUE TABLES TO DATE.

Division I.							
	P.	W.	L.	D.	Goals	F. A. Pts.	
South China	11	10	1	0	37	10	2
Argylls	12	8	4	0	30	21	1
Athletic	10	7	2	1	25	12	1
Borderers	11	6	4	1	28	16	1

Rercelo	10	6	3	1	23	20	1
Nawloon	9	4	2	3	21	16	1
Kowloon	9	5	4	0	27	16	1
Police	12	3	8	1	16	23	
R.A.	12	3	8	1	15	39	
St. Joseph's	12	2	10	0	16	42	
Club	12	1	9	2	7	*30	

Division II.

put his forwards away again and A. V. Gosano beat Rocha with a hard shot from close in. A minute later Santos came up and centred well for Gosano to head over the bar.

Although the Recreio forwards were combining better than those of the Saints, many good openings were missed by the former, with the result that the Saints kept on making spasmodic raids, and during one of these, after Fernandes shot wide, D. Leonard beat Lawrence from close in, reducing the deficit.

From a free kick T. Leonard punted the ball into the goalmouth, but Lawrence cleared for the Recreio to go through and again score when A. V. Gosano, after Rocha had saved well from his namesake, scored from close in.

The Recreio went further ahead when Rocha shot, and the goalkeeper was slow in clearing, thus letting in A. Gosano, who bundled the goalkeeper off the ball, which rolled into the unattended net.

Just on time Rocha sent in a free kick from just outside the penalty area but Santos missed badly with his head, and Skinner cleared for the Saints to get away and force a corner. Within a minute from time D. Leonard scored from a melee in front of goal.

Result:—
St. Joseph's 4
Recreio 0
Mr. J. W. Baldwin lined out the following players:—
St. Joseph's:—C. Rocha; Wells; Gomes; T. Leonard; Skinner; Fellew; Victor, Dolgado, D. Leonard, Castilho and Fernandes.
Recreio:—Lawrence; Silva-Netto; Navier; Sousa, Boltrao, Marques; B. Gosano, Ward, A. V. Gosano, Rocha and Santos.

League Division II.

NAVY v. R.A.

The Navy opened the attack and in the first minute scored through Nash.

The Artillery finally got away but their shooting was weak in front of goal and Blues had no difficulty in clearing. The Navy returned to score their second goal when Nash headed through.

From a corner kick Potts shot in a hard drive, beating Herd to score the Navy's third goal. Just on the interval Nash registered the fourth point for the Navy.

Immediately on the resumption the Navy ran through the R.A. defence and forced a corner, and from the kick Morgan hit the post with a hard drive, the ball rebounding into play. A minute later Potts converted Morgan's centre, to put the Navy five up.

Herd was responsible for some fine saves at this stage but was finally beaten when Kirkby shot from close in. The Navy went straight through from the kick-off and Hobbs put to Nash, for that player to register the Navy's seventh goal. Just on the final whistle, Potts again netted for the Navy.

Result:—
Navy 8
R.A. 0

Mr. J. Lawrence lined out the following teams:—
Navy:—Blues, Miller, Carter; Hobbs, Skinner, Ashman; Morgan, Potts, Nash, Kirkby and Scorer.
R.A.:—Herd; Nomeny, Hall; Had-kins, Pardon, White; Roger, Trice, Seal, Stanton and Kilmier.

UNIVERSITY v. S. CHINA.

Played at Happy Valley, the University opened the attack and forced a corner on the right, of which nothing came.

The Chinese went very near to scoring when Chung Fat-lam shot from close in, but Oppenheim just managed to fist the ball out, but could not clear, and S. China came up again to open their account when Chung Fat-lam bent Oppenheim from close in.

The University in the second half were awarded a penalty from which Kuo placed the ball well out of the goalkeeper's reach to level up the scores. Candah put the University ahead, a minute later, when he beat Chay Kin-hang from close in.

The Chinese then strove hard to get on level terms again but without result, until in the closing stages their efforts were well rewarded when Woo Yu-tong shot and the ball hitting a defender, rolled into the goal, well out of Oppenheim's reach.

Result:—
University 2
South China 2

Mr. E. T. Ford lined out the following teams:—
University:—Oppenheim; Harrison, Ng; Lew, Reed, Alveria; Ong, Candah, Kuo, Wong and Lim.
South China:—Chay Kin-hang; Woo Wah-shing, Lau Kow; Yau Wah-shing, Chung Kook-chai, Ip Yee-ping; Wong Yuck-poo, Woo Yu-tong, Cheuk Shek-lam, Chung Fat-lam and Wan King-chung.

CLUB v. ST. JOSEPH'S.

The non-appearance of the referee caused some delay and it was decided that Mr. Omar should have charge and that it should count as a League match. The Club predominated the game and Bell scored with a fine shot. Jackson was responsible for the second goal. He hit the upright and the ball, bouncing into play, Bell headed in to the net.

Bell increased the lead about ten minutes from half time.

The game resumed with a rush by the Club but Wells cleared. St. Joseph's worked down the field Bowen shot over the bar. The closing stages of the game found the Club pressing hard.

Result:—
Club 3
St. Joseph's 0

Mr. Omar lined up the following teams:—
Club:—Fogwell; Stoker, Potouloff; Hooper, Punchedown, Sloan; Smith, Jackson, Strange, Bell and Tavlin.
St. Joseph's:—A. M. Omar; O. M. Omar; Wells; N. V. Hanks, Reed, K. M. Omar; Ali, Souza, Gomes, Bautista and Bowen.

BORDERERS v. ARGYLLS.

After waiting some time for the Borderers' full eleven to turn up, Mr. Scott lined the teams up with the Borderers' still four players short. In the first two minutes Ballantyne scored for the Argylls, and when the ball was spotted the missing four arrived and did little more than keep the Borderers' down.

Result:—
Borderers 0
Argylls 3

Referee: Mr. Scott.

Interport Trial.

ARMY TEAM FOR NEXT TUESDAY'S GAME.

The under-mentioned have been selected to represent the Army versus the Interport Trial XI, to be played on the Club ground, kick-off at 4.30 p.m. on Tuesday, January 20:—
Johnson (R.A.), Mullane (S.W.D.), Henderson (Argylls), Morgan (S.W.D.), Bryson (Argylls), and Yeoman (Argylls); Sansom (R.A.O.C.), Davies (R.A.F.), London (Argylls), McQuade (Argylls), and James (R.A.M.C.).

Alexandra, receiving from Grievs, ran through and scored the Argylls' second goal.

A little later Grievs took a centre from Reid on the run and smashed the ball past Casey. This half was more even, both goals receiving visits in turn. Nelson was the bright "star" in the Borderers' armament, but without support his endeavours were wasted. Pallister shot just wide and Matthias had had luck with a long curling shot.

Result:—
Argylls 3
Borderers 0

Borderers:—Casey; Lloyd, Heerens; England, Channing, Wallace; Matthias, Pallister, Nelson, Lakeman and Bowen.
Argylls:—McFarlane; Gray, Naughton, Hantle, Grant, McDonald; Reid, Davidson, Grievs, Alexandra and Ballantyne.
Referee: Mr. Scott.

RECREIO v. ATHLETIC.

The Recreio turned up with ten men only. From the commencement the Athletic had matters much their own way. The Recreio's packed off their goal and corners were in abundance, all of which, however, proved fruitless. Just before the interval Hui Yui-fai opened up the Athletic account, Marques being unslighted.

The second half was a repetition of the first. Lo Chai-wan scored the Athletic's second goal with a fast rising shot. A few minutes before the end Li-fong netted their third.

Result:—
Recreio 0
Athletic 3

Referee: Mr. Scott.

EASTERN v. KOWLOON.

This match, which should have been played at the Valley, was postponed, owing to the Kowloon team failing to put in any appearance.

League Division III.

R.A.O.C. v. R.E.

The Ordnance kicked off with the advantage of the wind and had the Sappers penned in their own half practically the whole of the first half. The Sappers played well and it took the Ordnance some time to get settled. Hands were given against the Sappers and from the spot kick Sands converted.

Sappers Unlucky. During the second half, the Ordnance were on the defensive, but the Sappers were unlucky and could not penetrate the Ordnance defence. From a breakthrough, Sansom headed through and just before the final whistle, Sansom again put through.

Result:—
R.A.O.C. 3
R.E.'s 0

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JOHN BRIGHT.

Reviewed by Sir Sidney Low.

["The Diaries of John Bright." With a Foreword by Philip Bright. (Cassell. 25s.)]

"I am against biographies and portraits and statues." So wrote John Bright some months before he died when a gentleman called upon him who had been engaged "by Cassell and Co., the great publisher," to write his Life. Nevertheless, the biographers, the painters, and the sculptors did not fail to commemorate him. His statue, in his trousers as he lived, is plain for all men to see. The record of his days and doings has been woven together by the deft hands of the most accomplished and persuasive of our living historians, Professor G. M. Trevelyan. And his Speeches, or the best of them, have been collected so that we have ready to catch some echo of the majestic rhetoric that held the House of Commons spellbound, and roused great audiences to tumultuous enthusiasm.

Some of his private papers have been in the possession of his descendants since he passed away forty-one years ago. From these a selection has been issued with useful notes and references by Mr. Philip Bright. The papers include the Diaries which Bright kept intermittently during a considerable part of his life, and a Memoir of his youth and early manhood which was written in his old age for the edification of his "dear children." It is a brief and unpretending chronicle which, so far as it goes, gives a pleasant picture of the quiet, comfortable, and quite cheerful Quaker circle, devout but by no means puritanical, in which the future orator of the Radicals passed his boyhood.

An Intelligent Tourist.

His father, a fairly prosperous Rochdale mill-owner, was enlightened enough to complete his son's education by sending him on an eight-months' tour round the Mediterranean, the Balkan coun-

tries, and the Near East. Young Bright's Diary contains an account of this journey. It reveals him as an intelligent and good-tempered tourist, but not much more. He had read Byron's "Childe Harold," and Scott's novels, and some guide-books, but he had no real acquaintance with the history and literatures of the countries visited, and apparently was not much interested in scenery or antiquities. He was in Constantinople during the Plague, and his jejune remarks on that visitation may be compared with the haunting description of the same epidemic by Kinglake in "Eothen." What chiefly impressed Bright was the evidence of Turkish misrule, and the general poverty and backwardness of countries denied the blessings of a (relatively) free Press, a (comparatively) constitutional government, and a flourishing manufacturing industry.

The Memoir ends with this foreign tour, and the continuous series of Diaries does not begin till 1849. Consequently we cannot refer to Bright's own words for his experiences and reflections during what, just now, may perhaps be deemed the most important part of his career—the period of the great Free Trade agitation in the country, and its triumph in Parliament. What Bright said and did during those eventful years belong to history; one would like to have a few of his own notes on some of the incidents. But he was too much absorbed in the struggle to write about it.

The Seven Years War.

The "Seven Years War," as he called it, of the Anti-Corn Law League, left John Bright one of the most conspicuous figures in English public life. The victory was followed by an agreeable interlude. He was 35, a national celebrity, a famous orator, and a widower. His first wife had died after a year of wedded happiness. Bright, who was much too affectionate and warm-hearted to live alone, was attracted by Margaret, Elizabeth Leatham, the daughter of a Wakefield banker, a charming girl of 24. The courtship by the Lancashire cotton-spinner of this Yorkshire damsel, a "Friend" like himself,

make a pretty story, and reveals the real depth and tenderness of Bright's nature. Some of his gravely passionate letters are good reading.

What can I say more? That I have not more to offer than is in some degree my fault, but perhaps more my misfortune. If I were better as a man, more intelligent, more informed and amiable, had higher position and greater wealth—all I am and have is for thee and offered to thee. Only in one thing can I suppose myself on a level with thee—in the reality of the love I feel. . . . I have told thee all this many times when conversing with thee, and yet I repeat it as if it were new.

His Intensity of Conviction. He married the lady and lived long and happily with her. She was his faithful and devoted com-

AN INTRODUCTORY HISTORY

by A. H. CROOK, O.B.E., M.A. W. KAY, M.A. W. L. HANDSIDE, M.A., B.Sc.

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panion in his later crusading years, on which the Diary, resumed after their marriage, throws some light. It shows us John Bright still standing staunchly to the opinions which he had formed in early manhood and did not substantially modify to the end. His strength lay in the intensity of his convictions combined with a certain convenient limitation of intellectual outlook. He could never see more than one side of a question, but on that side he gazed with concentrated passion, and interpreted what he saw with overwhelming fervour. His integrity and unselfish zeal could not be questioned, whether he was asserting the claims of the Northern States in the American Civil War against the slave-holding South, or protesting against the "iniquity," as he deemed it, of any appeal to armed force in international disputes. The Diary becomes fuller and more illuminating when it comes to the Irish Home Rule debates, and

Bright's eventual breach with the Gladstonian Liberals. It was a painful crisis which he felt deeply; for he had the highest personal regard for Mr. Gladstone, and all his political connections had been with the Liberal Party. Nothing he did became him better than this bold utterance, in his old age, of lifelong lies and associations when he could no longer conscientiously maintain them.

Bright and Disraeli.

He had his prejudices, and they were strong. He hated Palmerston whom he regarded as "an aged shambler," and he disliked Tories, landlords, and the governing "oligarchy." But he was tolerant enough to recognise merit and ability, even outside his own circle. He disapproved professionally of dukes, but rather liked meeting duchesses and other great ladies, provided they were agreeable and good-looking (he had an eye for feminine beauty all his life), at a well-ordered dinner-party. One of the points brought out in the Diaries is his feeling towards Disraeli. The two men, so different in many ways, had a genuine regard for one another. Bright, though he thought Disraeli too much actuated by personal ambition, recognised his courage, his wit, and his intellectual power, and Disraeli respected the Rochdale Radical's sincerity, and admired his superb oratorical talent. When Bright sat down after his famous "Angel of Death" speech on the Crimean War in the House of Commons, Disraeli said to him:—Bright, I would give all I ever had to have made that speech you made just now. "You might have made it," replied Bright, "if you had been honest." Perhaps John Bright made a little too much parade of his own honesty. But there was nothing unctuous about it, and it was combined with kindness, gentleness, and a considerable sense of humour.

The following letter from Mr. Hart Maze, F.R.G.S., of Upper Norwood, was published prominently in the Sunday Times of November 2. It was read with especial interest in Parliamentary circles.

Sir,—Approves the publication of John Bright's diaries. Palmerston, who knew so well how to handle the Commons, on one occasion incensed the House, I believe by referring to Bright as the "honourable and reverend member."

Will some student of politics be so good as to state what policy was

under discussion at Westminster when the above mentioned incident is alleged to have taken place?

R. HART MAZE.

Upper Norwood, S.E.

Sir,—In reply to Mr. R. Hart Maze (in the Sunday Times): In March, 1854, there was a dinner at the Reform Club in honour of an admiral departing for the Baltic on the eve of the Crimean War. Lord Palmerston was in the chair, and proposed the toast of the Allied monarchs. John Bright, in the House of Commons, took Palmerston to task for the levity of his speech, and the latter, in his reply, addressed his critic as "the honourable and reverend gentleman."

D. C. COLTSMAN.

Shaftesbury.

MODERN GOVERNMENT.

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TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station
Z.B.W. on a wavelength of 365
metres:—

11 a.m.—St. John's Cathedral
Service.

12 noon—Chinese Programme.

1.30 p.m.—Weather Report, Local
Time, etc.

2 p.m.—Close Down.

8 p.m.—European Programme
of Victor Records.

8.30 p.m.—Orchestral.

Rienzi—Overture (Wagner),
Philadelphia Symphony
Orchestra (6024).

Gottterdammerung—Clinging Scene
(Twilight of the Gods) (Wagner),
Philadelphia Symphony
Orchestra (6025).

Afternoon of a Faun
(Claude Debussy),
Philadelphia Symphony
Orchestra (6000).

Salome's Dance (Richard Strauss),
Philadelphia Symphony
Orchestra (7250).

Japanese Nocturne
(Henry Elchheim),
Philadelphia Symphony
Orchestra (7260).

Liebestraße (Love's Sorrow)
(F. K. Krieger),
San Francisco Symphony
Orchestra (6002).

a. Serenade (Mozzart),
b. Aubade (Auber),
San Francisco Symphony
Orchestra (6002).

a. Norwegian Dance (Grieg),
b. Swiss May Dance (Traditional),
c. Shepherd's Dance,
d. Children's Dance (German),
Victor Orchestra (22171).

9 p.m.—Weather Report, Local
Time, etc.

9.45-10 p.m.—A Concert.

Violin Solo—
Cavatina (Raff),
Mischa Elman (6002).

Song—
The Nightingale and the Rose
(Timothy Kerslow),
Ave Maria (P. B. Kahn),
Soprano
Rosa Pensotti (1456).

String Bass Solo—
Mimosa (G. R. Kerslow),
Valze Miniature (Koussevitzky),
Serge Koussevitzky (1470).

Song—
The Rosary (Roger-Nevin),
John McCormack, Tenor
(1458).

Piano Solo—
Prelude in E Minor (Mendelssohn),
a. Prelude in B Minor (Chopin),
b. Prelude in G Major (Chopin),
Vladimir De Pachmann,
Vladimir (1459).

Song—
Jacelyn—Angels Guard Thee
(Berecure) (Goldard),
Hilda Lashford, Soprano
(1461).

Violin Solo—
Ronde (Mozart-Kreier),
Adoration (Felix Burrows),
Renos Chenet (7253).

Song—
The Gateway of Dreams
(Callahan-English),
Song of the Night
(Young-Walton),
John McCormack, Tenor
(1463).

Violin Solo—
Scherzo—Tarentelle
(Henri Wieniawski),
La Ronde des Lutins
(A. Bazzini),
Jascha Heifetz (6159).

God Save The King.
10 p.m.—Close Down.

THE GLOBE TROTTER'S DIARY

**Squealer Goes West — Are
Doctors Humbled? — Women
Working Harder — Gambling
and the Catholic Church —
Gallant "Dry" Agents —
Owns A Whole Town.**

Fate --
of Squealer.

"He has been playing 'hooky'
from the grave a long time," was
the ironic remark of Detective
George Thompson as he sur-
veyed the outstretched body of
"Lucky" Luciano, known to the
New York underworld as "The
Squealer."

Luciano's body was found in an
East Side restaurant after he had
been dined, wine, and murdered
by his assassin hosts.

He was recently released from
Sing Sing, where he had served a
term for perjury following evidence
which sent three comrades to the
electric chair.

Peter Labelle, the proprietor of
the restaurant, told the police that
Luciano arrived with three women
and four men, and that the
party celebrated Luciano's release
from prison until five in the morn-
ing. At that time five shots rang
out, and then the men and the wo-
men ran from the room and sped
away in a motor-car.

Profession --
All Wrong.

Documents criticising the medi-
cal profession have been found
among the papers of Dr. Hugh
Lonsdale Hands, the Brighton
physician who recorded his last
sensations in a diary after taking
slow-acting poison and locking him-
self in his surgery to await death.

Mr. Richard Hands, his son,
found a document in which his
father said:

My profession is all wrong. It
is all money, knife, massage, sun-
light (so-called), bedside manners,
nursing homes, expensive and
money-making concerns.

Where does the life-study of the
most wonderful life-saving methods
come in? Why are not the great
physicians we have teaching and
encouraging the study and practice
of science in prevention and treat-
ment?

Why should it be left for a few
men struggling for existence, while
others can retire and make a for-
tune of humbug and bedside man-
ners.

For over ten years I have worked
hard and studied at science. A
few years ago I gave it up as hope-
less financially, getting myself
more and more into debt. I tried
card playing and even gambling to
pull myself out of it and got more
and more into the mire.

If I had the means I should have
treated my patients on my lines for
nothing, and thus saved their lives.

Another document read:
Is it not almost criminal to take
fees for the finest opinions of the
greatest physicians and treat the
patients as might be done by the
general practitioner at the street
corner?

When does the science of healing
come in?

Women --
Working Harder.

Descendants of Pope, Coleridge,
John Gay, Byron, Wordsworth,
Sheridan, and Milton were among
the guests at a dinner of the Poetry
Society at the Cafe Royal.

Lord Darlington, recalling that
earlier in the week Dr. Allington,
headmaster of Eton, had declared
that there were no women poets,
said:

"That is untrue. To-day we
commemorate the centenary of one
of the most remarkable poets that
England has ever produced, Chris-
tina Rossetti. Then, too, there
was another feminine poet, Sappho.
I think Sappho wrote extremely
well."

"Dr. Allington also said that wo-
men had done no good in music
either. Why did not someone re-
mind him of St. Cecilia?"

Lord Darlington then repeated his
own parody of Burns's "A man's
a man for a' that":

Ye mark you youngster ridin'
past
In breeks an' boots and a'
that—
Though maiden charm awa' be
cast
Yon's no a man for a' that,
and added:

"Those lines are apt to the pre-
sent day. It makes me think how
much of the business of the world
women are taking away from those
who have been at it all the time.
To my mind it is the cause of much
unemployment, for women are
working harder and doing it better
than men."

Priest --
Defends Gaming.

A defence of properly organised
sweepstakes as a method of rais-
ing money for charity was made by
Father Edward Ellis, of St.
Augustine's Roman Catholic
Church, Nottingham, in a state-
ment to a reporter. Nottingham
Hospital Sunday Fund Committee
has passed a resolution condemning
sweepstakes.

Father Ellis, a member of the
committee, voted against the re-
solution. He said:

The principle of gambling is
not in itself immoral and neither
gambling nor horse racing is con-
demned as such by the Catholic
Church. Gambling only becomes
wrong when it is carried on to
excess or to the injury or im-
poverishment either of the gam-
bler or his neighbour.

There is nothing wicked in
risking money if you can afford
it. That is the orthodox teach-
ing of the Catholic Church. You
can do what you like with your
money so long as you don't abuse
it. Excess is what the Church
forbids.

If sweepstakes were likely to
encourage excessive gambling

Man --
Who Owns Town.

Two British aeroplanes left
Croydon recently for Zlin, Czecho-
Slovakia, where they are to be de-
livered to M. Thomas Bata, the
boot manufacturer there.

The two machines are Puss
Moths, the type flown by the Prince
of Wales, and they have been order-
ed for Mr. Bata following a visit
several months ago of the late Sir
Sefton Brankley (who perished in
the R101 disaster) with a re-
presentative of the De Havilland
company.

An official of the company said to
a reporter:
Mr. Bata owns an up-to-date
boot factory which turns out
100,000 pairs of boots and shoes
a day and employs 2,500 men.
He owns the whole town, which
has 15,000 inhabitants. None of
them sell cigarettes as he is
opposed to smoking.

He already has ten or twelve
old aeroplanes and a number of
pilots. His executive uses the
machines to travel in and to send
boots and shoes all over Europe.

EMPRESS LODGE GUESTS.

The following are guests at the
Empress Lodge, Kowloon:—

Mr. and Mrs. W. C. Awcock,
Mr. and Mrs. J. Crist, Lieut. and
Mrs. C. L. Dook, A. W. Eastman,
Miss H. Eastman, Miss V. Enat-
man, A. Eastman, Mr. and Mrs.
W. Frederick, Capt. R. M. Farley,
Capt. and Mrs. D. G. Grant, J. R.
Clegg, Mrs. R. S. Glyn, Mr. and
Mrs. J. Grady and family, Mr. and
Mrs. F. Hills and daughter, Miss
M. Kirkwood, J. M. Lunley, Capt.
and Mrs. McKay, Capt. and Mrs.
McKinnon, Miss McKinnon, Mr.
and Mrs. D. Maxwell, C. P. Morris,
E. G. Murphy, J. D. Murphy, Miss
K. Owen Murphy, Mrs. A. Owen
Murphy, Mr. and Mrs. C. Nock,
C. H. Keeble, E. M. Oakescott, E.
Renton, Mr. and Mrs. K. R. Le
Brun, Mr. and Mrs. A. W. Sangster,
Comdr. and Mrs. C. Thompson,
Rev. and Mrs. H. Johnston and
son, Mr. and Mrs. R. M. Pearce,
Capt. and Mrs. E. Parker, Miss B.
Robison, Miss I. Kane, A. Wheeler,
Mr. and Mrs. R. H. Watts, W. G.
Clark, Capt. and Mrs. C. E. Penny
and son, Mr. and Mrs. J. Jenkins,
Master Jenkins, C. G. Harrison.

A husband, who had a great
habit of teasing his wife, was out
driving in the country with her,
when they met a farmer driving a
span of mules. Just as they were
about to pass the farmer's rig the
mules turned their heads towards
the automobile and brayed vocifer-
ously. Turning to his wife the
husband asked: "Relatives of yours,
I suppose?" "Yes," said his wife
sweetly, "by marriage."

WISE AND
OTHERWISE

Dear Old Lady (to butler with fly
whisk): And, remember, Jenkins,
a slight tap in a vital spot is quite
as effective as a hard knock in a
less vulnerable quarter."

Mistress (to maid, who is leav-
ing): I would like to give you a
good testimonial, but I must say
that meals were never punctual. I
will put it as tactfully as I can.

Maid: Say that I served the
meals as punctually as I received
my wages.

You say your car was locked.
Mrs. Jones? And where was the
key?

Oh, it was hanging on the steer-
ing-wheel.

First Golfer: You know, it was
really a toss-up this morning whe-
ther I came down here to play golf
or went to business.

Second Golfer: So it was with
me, old top; in fact, I had to toss
up 14 times before I got a decision.

"But surely," said the haughty
passenger, "if I pay the fare for
my dog, he will be treated the same
as other passengers, and allowed
to occupy a seat?"

"Of course, madam," the guard
replied politely, "provided he does
not put his feet on the seat."

"When you bring me my milk at
night," said Mrs. Tomkins to the
new servant, "be sure to bring it
on a tray."

That night the servant came in
with the tray swimming with milk.
"Will you have a spoon to it," she
asked, "or will you lap it up,
mam?"

"I tell ye, Macpherson's hesped-
ed."

"I can hardly believe it."
"Believe it? I'm tellin' ye." I
was just washin' down the steps for
the wife, when I saw him goin'
down the empty ash-bucket."

A lady carrying a little dog in
her arms was riding in a bus. All
the way along the street she wor-
ried the conductor to know whe-
ther they had come to No. —

mentioning a house nearly at the
end. When they reached this
number the conductor stopped the
bus, thinking the lady wished to
alight.

Instead of doing this, however,
she went to the door of the bus,
and, holding up the dog, said:
"Look, Fido, that's where your
mother was born."

Timid Passenger: How far are
we from land, Captain?

Captain: Oh, about a mile I
should imagine.

Timid Passenger: But I can't see
land anywhere—in which direction
is it?

Captain: Straight down, sir.

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is
Cloudy... teeth are
white and sparkling

DON'T be discouraged if teeth are not
white and sparkling. You have 9
chances in 10 that they are merely coated
with a dingy film. This is what has been
found in thousands upon thousands of cases.

What film is

Film is the great enemy of teeth and gums—
a chief cause, according to world's dental
authorities, of most tooth and gum dis-
orders. Film absorbs the stains from food
and smoking and gives that cloudy look. It
clings to teeth, gets into crevices and stays.

Film hardens into tartar. Germs by the
millions breed in it. They, with tartar, are
the chief cause of pyorrhea. To remove
film use the special film-removing denti-

frice called Pepsodent. It acts to curdle
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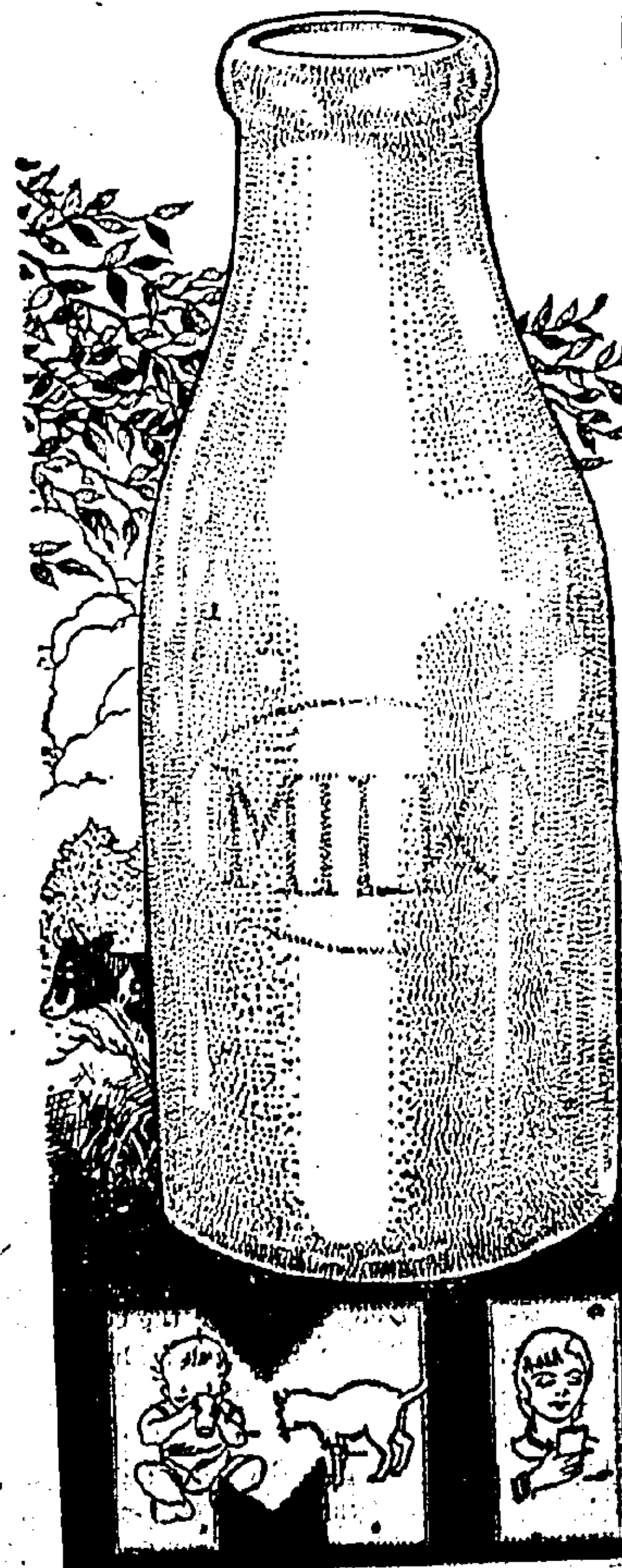
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BOOKING AT ANDERSON'S.

Fixing of Census Day.

There is ample time before Census Day on March 7 to return to the subject, but meanwhile much good work may be done by all sections of the community in making known the exact manner in which the returns should be filled up. Even in schools there might be good propaganda undertaken in the interests of an accurate Census.

News in Brief.

ose Local Junior examina-
pupils who passed in music
arranging to give a concert
i of those who failed.

**The Colony's Very Enthusiastic
Welcome.**

sombre phrases were given depth and feeling, while the notes and grace-notes were ethy and beautifully given. The third song ("The Spirits Song

GLEE SINGERS.

Plans for Season Open To-morrow.

In the Westminster Glee Singers will be found six of these youngsters, who, for beauty of voice and purity of expression would be hard to excel. They are reminiscent of the beautiful phase of British musical culture and have proved quite as important as a "draw" with the public as are the 10 adult performers, who are from London's leading music halls, theatres, and vaudeville, comprised of tenors, baritone, basses, and an excellent comedian.

TAIPO TOPICS.

In view of the report appearing in the Parliamentary Hansard under date of December 18, dealing with a certain very crude matter in Hong Kong, it was proposed by Mons. Tres-Honourable and seconded by Mons. Allenhewere that the skulls of those responsible for the railing in (for the second time) of the triangular space at the Fan-ling Cross Roads, be submitted to the local rock cracker for analysis. The Burgomaster informed the meeting that S.P.Q.T. was not an abbreviation for "The Society for Prevention of Quicker Trains," but stood for Senatus Populorum Talpo (The Senate and People of Talpo).

It was announced that the driver of the five piece man fire engine at Taispo Market has been made a member of the S.P.O.A., that is The Society for Preservation of Chinese Antiques.

SEND THIS SUPPLEMENT
HOME WITH THE
Overland China Mail.

Hongkong Sunday Herald.

READERS, AMATEURS OR NOT, ARE
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AND ILLUSTRATIONS TO THE
EDITOR OF THE 'SUNDAY HERALD'
FOR INSERTION IN THIS PAGE,
SUBJECT TO HIS DISCRETION.

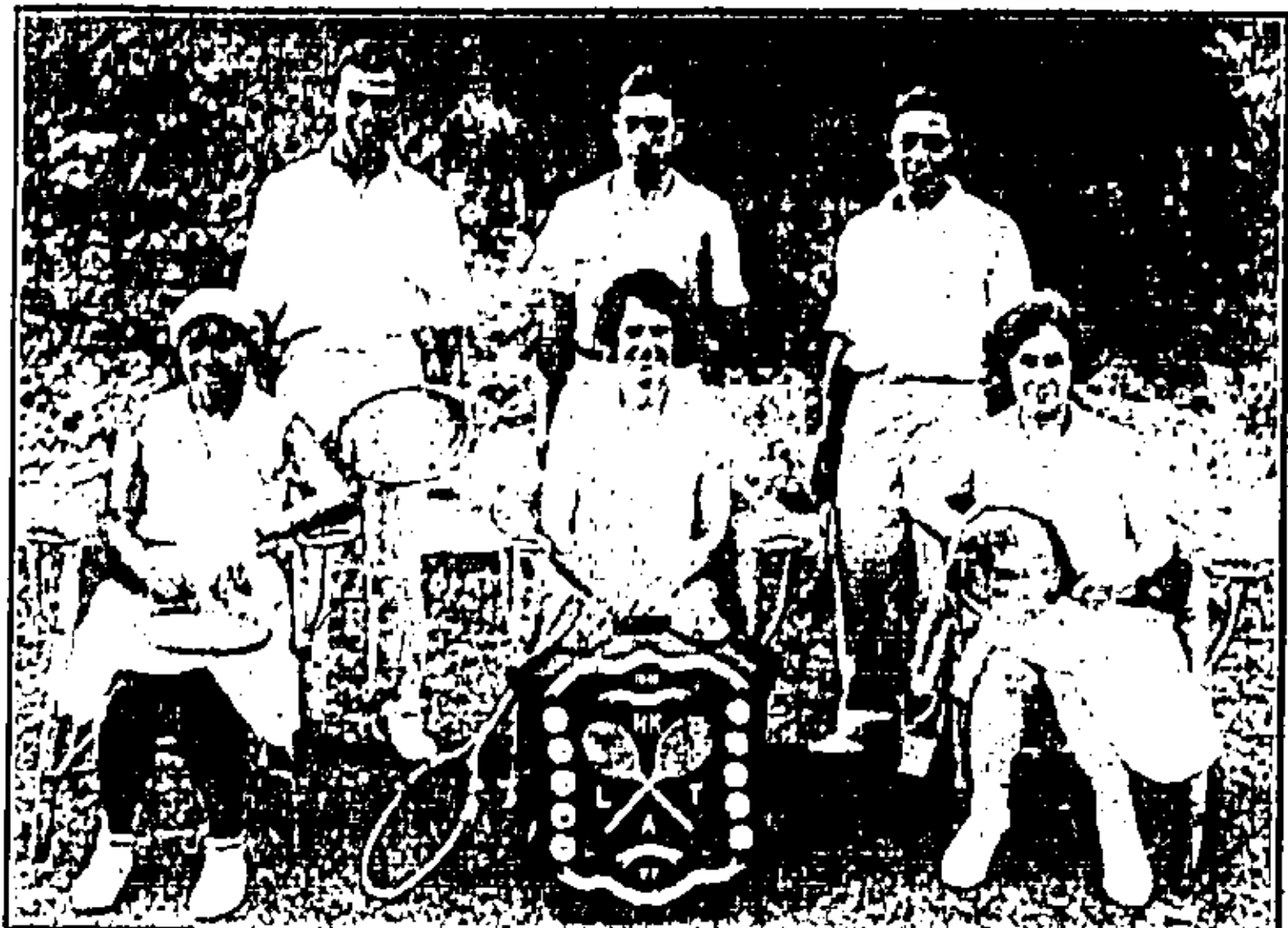
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PICTURES TO BE RETURNED
SHOULD BE CLEARLY MARKED
THUS, WITH THE GIVER'S NAME
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THE PERSON OR EVENT SHOULD
BE CLEARLY AND BRIEFLY SET
OUT.

SEND THIS SUPPLEMENT
HOME WITH THE
Overland China Mail.

HONG KONG, SUNDAY, JANUARY 18, 1931.

1



TENNIS WINNERS.—The Indian Recreation Club tennis team winners of the 1930 mixed doubles of the League. Left to right (sitting) are: Miss R. Rumbach, Mrs. Gull, Mrs. McCaw. Left to right (standing): S. A. Rumbach, H. D. Rumbach, and C. A. L. Rumbach.—(K. Fujiyama).



JU-JITSU MATCH.—An interesting match of Ju-jitsu was held at the Japanese Primary School, Hong Kong, on Sunday, January 11, when a team from the Japanese gunboat H.I.M. Wuji opposed a team of the Japanese Young Men's Association.—(K. Fujiyama).



VIGOROUS FINISH.—The University Athletic season has commenced. Fine performances were to be seen at the Oxford University sports at Oxford. A vigorous finish in the 150 Yards Handicap. A. J. Williamson (Christ Church) is seen winning.—(Sport and General).



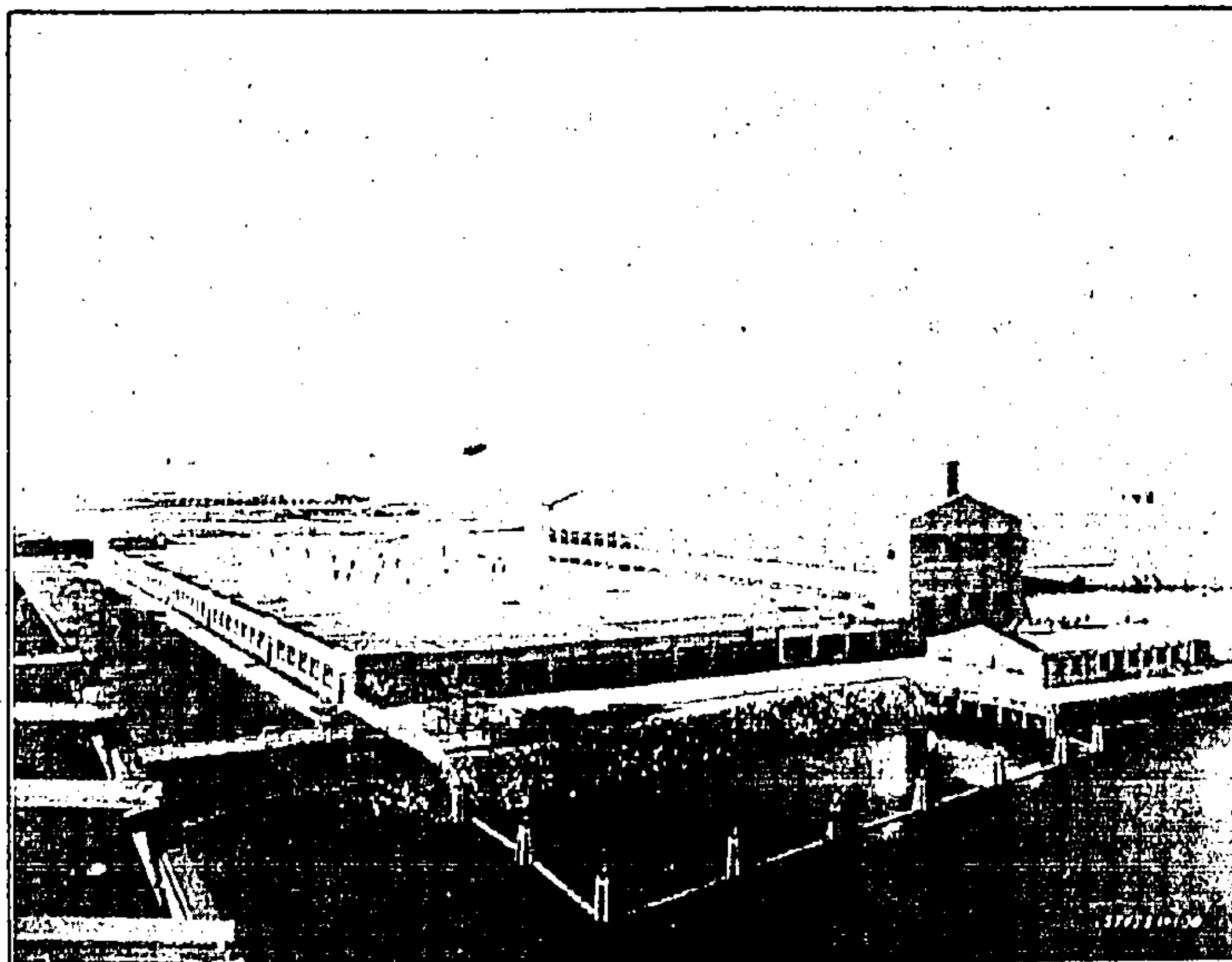
THRILL FOR THE STRAND.—Students of King's College, London, caused amusement in the Strand when, to celebrate the winning of the Kelvin Prize by Professor Wilson, one of their professors, they carried him through the Strand, cheering and singing.—(Sport and General).



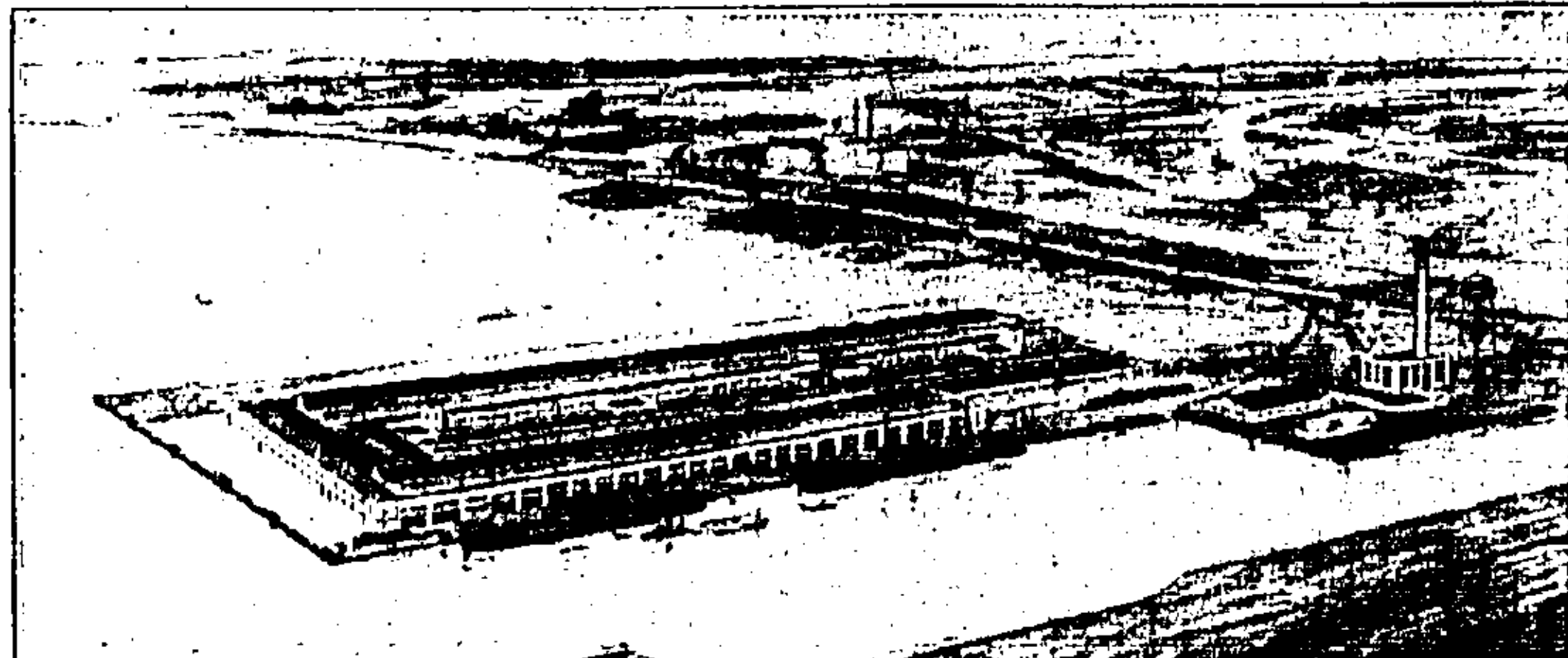
SPECTACULAR PAGEANT.—“The Golden Ring,” a pageant specially written for the Mothers' Union, had a wonderful setting at the Royal Albert Hall, London. All the countries where there are branches of the



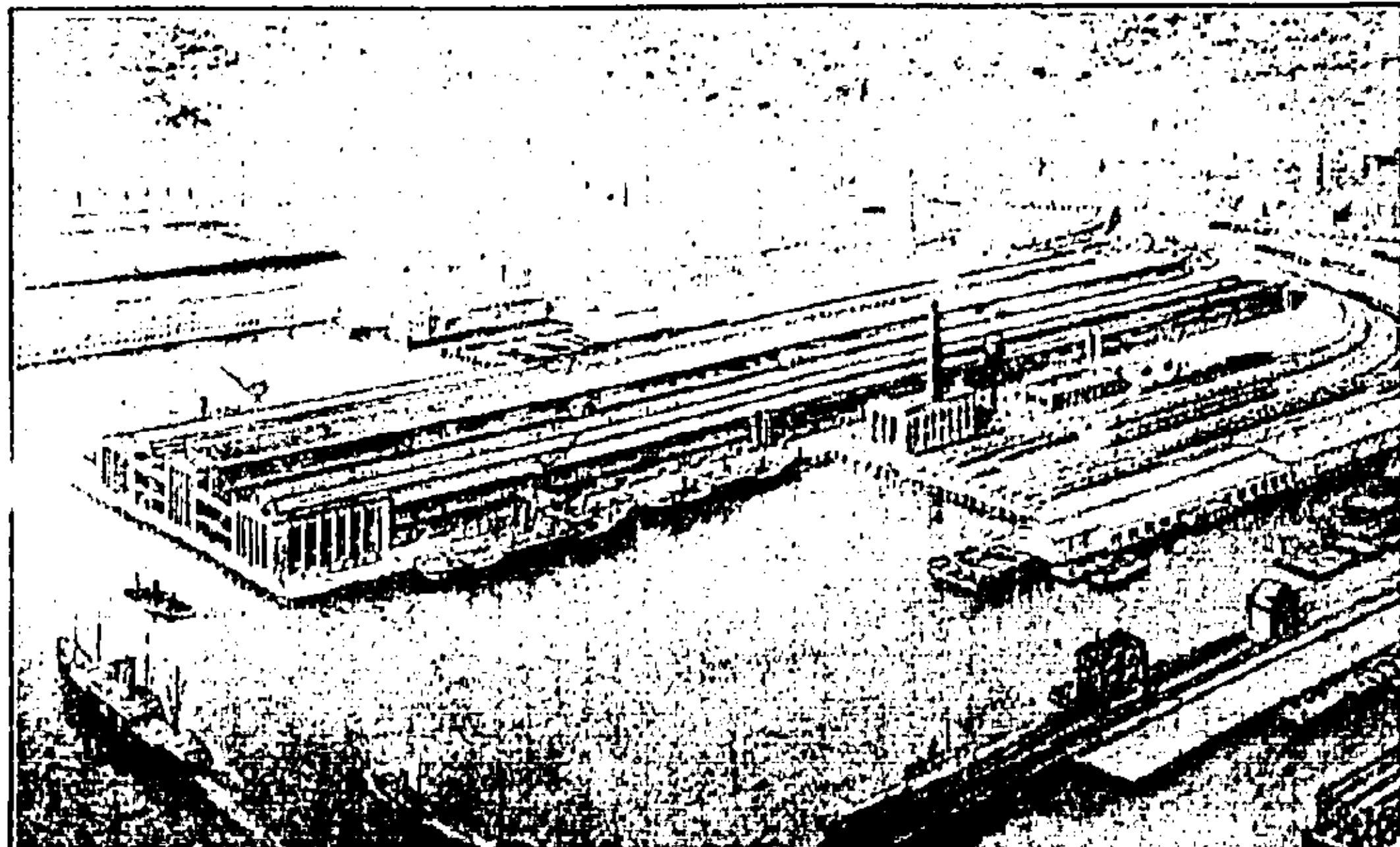
I.R.C. PLAYERS.—A happy group of local tennis “stars,” all members of the Indian Recreation Club, taken at the Club by our photographer on Sunday, January 11. The winners of the 1930 mixed doubles competition are present.—(K. Fujiyama).



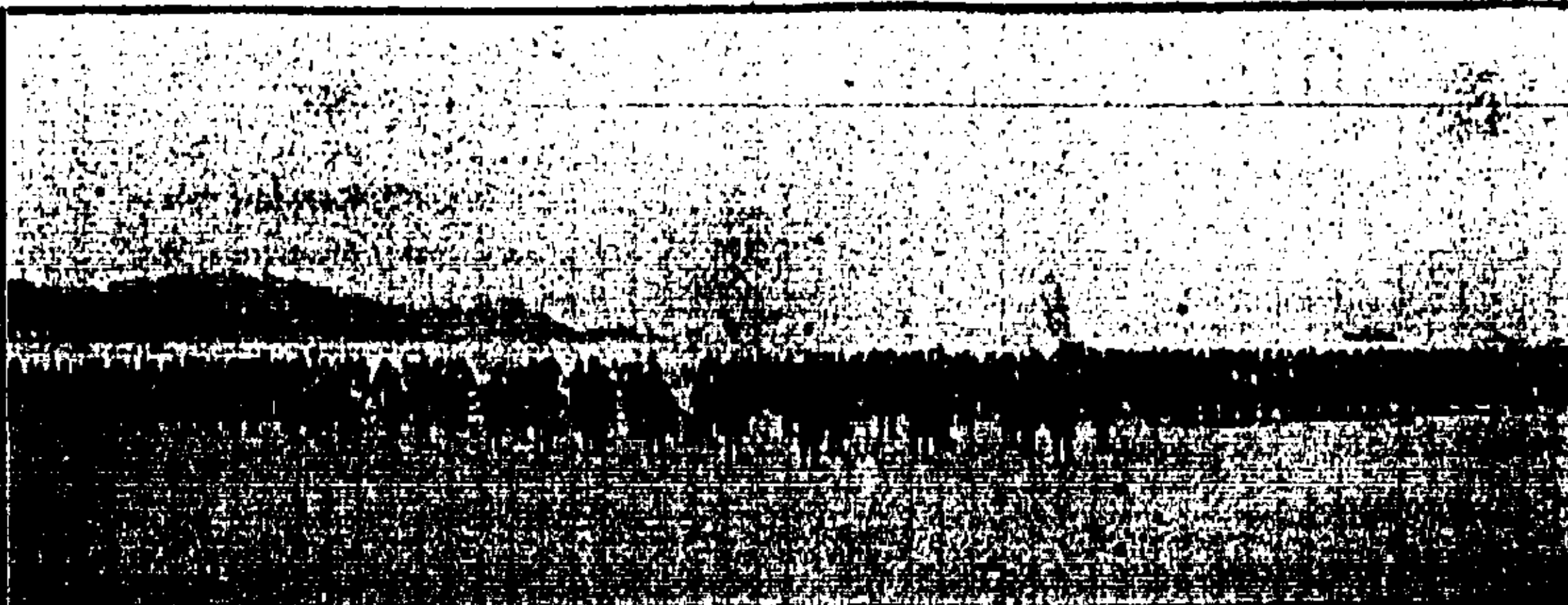
THE NEW FORD ASSEMBLY PLANT at Long Beach, California.



AN ARTIST'S DRAWING of the proposed new Ford plant at Buffalo, N.Y. The site, a large portion of which is now under water, is being filled in. The picture shows how Lake ships will be able to anchor directly beside the building.



THE FORD ASSEMBLY PLANT at Edgewater, N.J., opposite New York City. A portion of the plant extends into the river to provide docks for ocean vessels.



BOOTH ON PARADE. The Scottish contingent of the Hong Kong Volunteer Detachment Corps carried out



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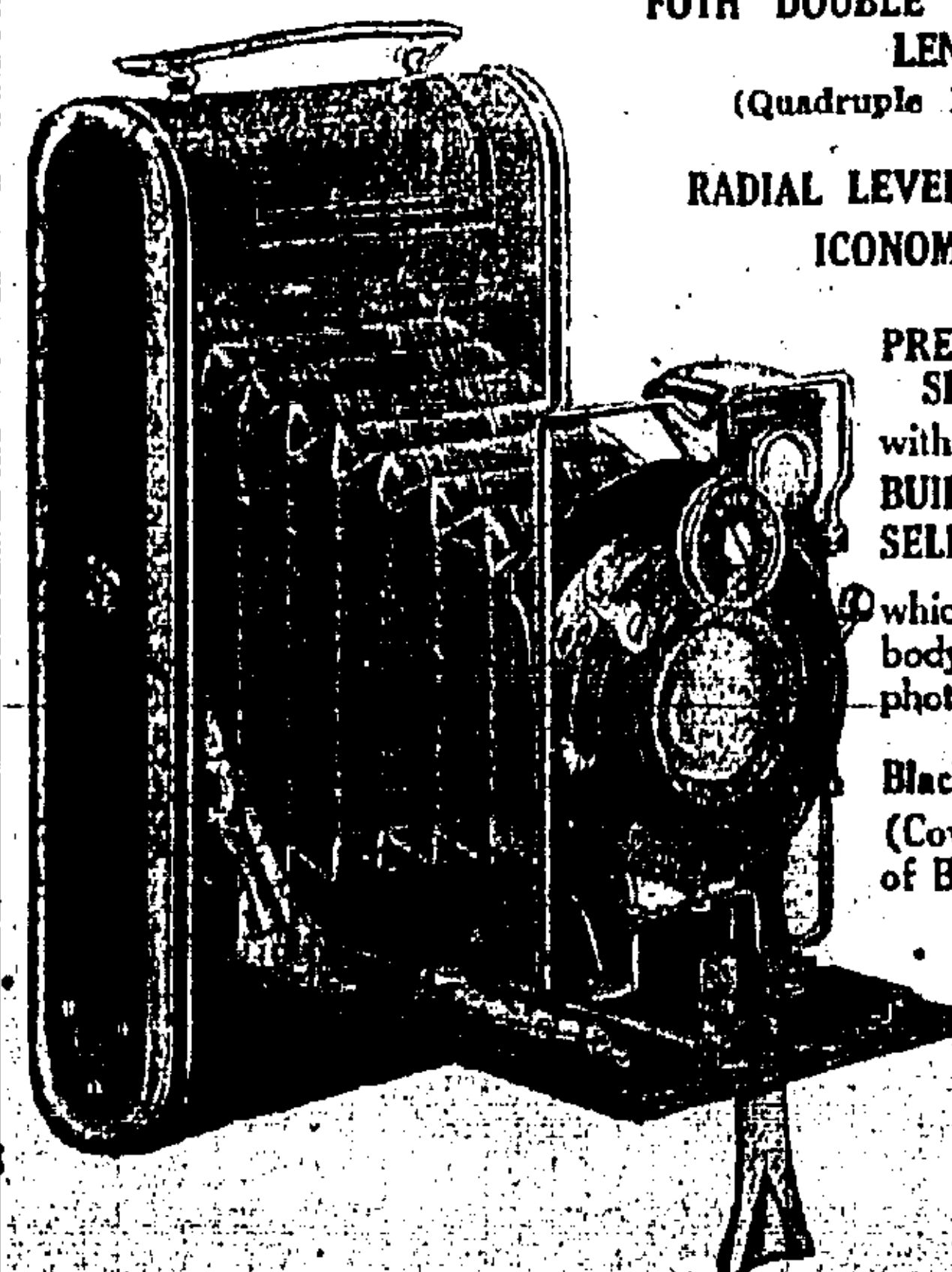
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The WOMAN'S Page



Two luxurious winter coats beautifully furled and tailored.

LEADING COLOURS.

A rather dark tone of almond green, navy blue, and steel grey are the three outstanding colours for morning wear. In the latter colour jersey cloth is treated in an interesting manner, with machine stitched lines grouped together in narrow sections at well-spaced distances on jacket and skirt.

The blouse worn with this new model is also in grey jersey, and indicates the short over line, but it is gaged by ribbing of machine stitching, and hangs around the waist over the skirt almost in the same way as one of the short pull-over models. Narrow rows of machine stitching serve as a neat medium to develop a pink-out edging to the jacket of this model, as well as one in navy blue-lainage. In this instance the pinking is nicked out in a jagged movement like the edge of a saw round the skirt hem to conform with the jacket, and the machine stitching aids a perfect union between the navy blue lainage and white crepe de Chine lining—which is carried right to the extreme edge of each point.

This lining conforms in colour and material to the second type of

blouse sponsored by Molyneux. It is of the tucked-in variety, made on the simplest line, with pin tucks spaced all round the body and long tight sleeves. The décolleté is cut with that becoming wide square front arrived at through a vertical line opening commencing from the base of the neck and high back at either side. It is interesting to note that the waist-belt matched the blouse and not the skirt.

RICE AND FISH CAKES.

Ingredients:—½ lb. fish, a few cloves of garlic; 1 egg; parsley; 2 tablespoonsful rice; 1 small carrot; salt and pepper; breadcrumbs; horse-radish.

Boil the fish, skin, bone, and flake it. Skin the garlic and beat it to a cream; add it to fish, with the beaten egg and chopped parsley. Boil the rice till soft; drain, and mix it with the other ingredients. Grate the carrot and add this, with salt and pepper to taste. Form all into a soft paste with sufficient breadcrumbs, make round cakes, coat them with breadcrumbs, and fry golden brown. Drain, and serve hot with grated horse-radish.

FUR FASHIONS.

Capes, Caps, And Muff Return.

Fur fashions grow more luxurious as the season advances. Incidentally many of the old fashions are being revived. Those short fur capes women wore some twenty-five to thirty years ago, lined with thick stiff satin so that they stood out well over the huge leg of mutton sleeves belonging to the frock they covered are in again, and many of the chief Parisian elegantes are wearing them. They are seen mostly on formal afternoon occasions and in the evening. In the afternoon a sable cape with a black velvet frock—in the evening an ermine cape with a frock of the same material is very smart.

The long circular fur cape has also made its appearance for evening wear. Here again the cape is usually in ermine beautifully worked and finished off with a scarf collar. White fur cape scarves are also very smart.

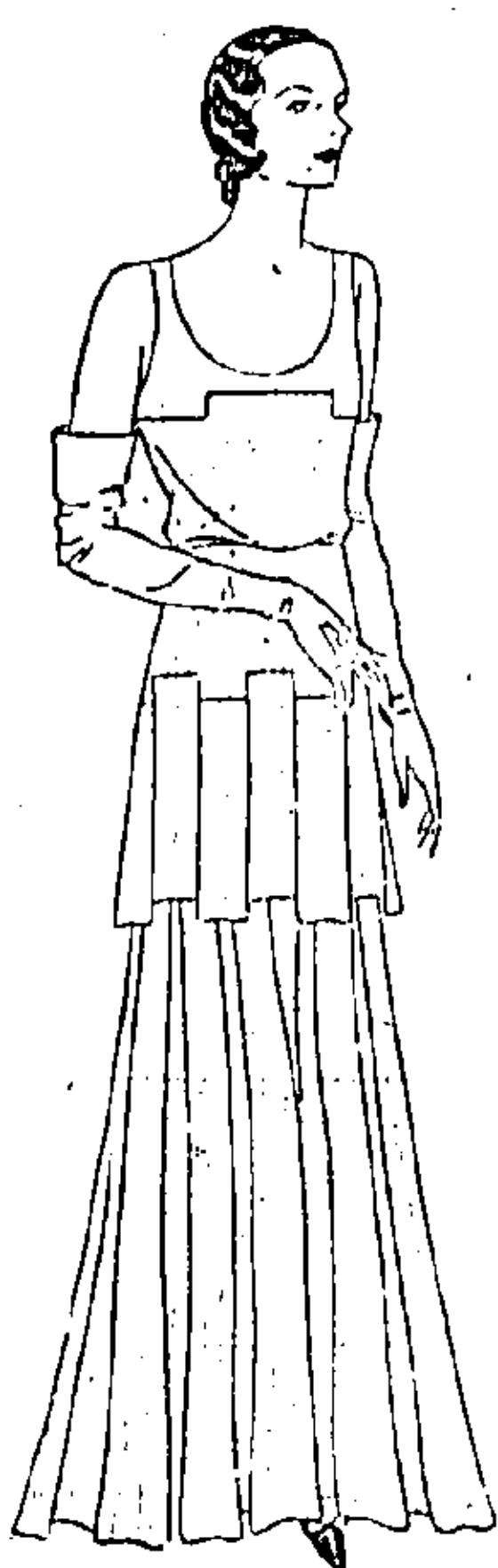
For afternoon a lady writer at Home says that she was shown a complete set of cap, cape, scarf, and muff in breitschwanz trimmed with ermine. The breitschwanz scarf had a three-strand border of ermine. The cap had a single border and the muff of breitschwanz was trimmed with a very large ermine bow.



belt of the coat. They are made of the short-haired, supple furs such as ermine, broadtail, nutria, and sable.

Sealskin, a pelt which has not been seen much in recent years, is very fashionable in Paris, and not nearly so costly as it was in pre-war days. A new method of treating the hide has been discovered which makes it soft and supple as velvet. It makes some of the smartest jackets for both day and evening wear.

When used to make evening wraps it is often trimmed with ermine.



ermine



diel5701.

25 YEARS AGO.

Dresses Worn On "Speech Day."

No girl under fifteen to wear her hair Pompadour fashion."

"No girl must appear without white gloves or a white bow on her hair."

"Black shoes and stockings to be worn by everybody."

Picked at random from the reminiscences of "old girls" of various schools who can send their memories back 25 years ago or so these were a few of the regulations which used to govern the wardrobe aspect of that grand finale to the year's pot pourri of work and play—Speech Day.

Bobs and plaits were missing entirely. Hair was tied behind with an outsize in bows, and left to flow loosely behind. A furor of plaits frequently preceded "the day." One woman remembers girls coming to school in the morning with their heads a mass of thin plaits to achieve the grand and glorious "frizz" effect. The "Speech Day" frock ("We always wore our party frocks," said one "old girl") was as elaborate as the hairdressing that accompanied it. The material was invariably white voile or muslin—the same



Two smart dresses for every daytime event.

or more starched petticoats lent further imposing air to the regalia.

Mrs. Winston Churchill, who devoted her prize-giving speech at a big London school recently to sketching amusing caricatures between her own school days and now, told of girls who agreed to wear stiff taffeta petticoats so that these would make an impressive rustle when they walked up to receive the prizes. Their gowns (not frocks in those days) were ordained to touch the floor in front and trail six inches on the ground at the back. All those over seventeen had to have their hair up, and the girls themselves decided that no waist should measure more than eighteen inches!

Simplicity, the keynote. Simplicity is the keynote of the modern Speech Day frock. At one large, fashionable school, where the affair is staged in the morning, girls wear their school uniform. For the rest, simply made white frocks are the order of the day. They may be of silk, as long as the material is unpretentious. Lace is forbidden at one school, and sleeveless frocks at most of them.

MATHEMATICAL DRESSMAKING.

The 300 dresses which a leading British woman dress designer is making for the new musical comedy to be staged shortly at Drury Lane, "The Song of the Drum," are largely a matter of mathematics.

Each part of the dresses was numbered, and these numbers formed a code by which the designer's choice of colours and fabrics was made known to the dress artists.

There will be another vogue of white for evenings, it is thought, as a result of the white-and-silver gowns in the ball scene, in which no note of colour appears until the men come on in uniform.

BLUE CRINOLINES.

Jewellery, bracelets, umbrellas, and even bags have been specially designed to go with the outfits. Blue lace frocks, with large blue crinolines, will be worn by the chorus, fashionable blue will also be seen in the jaunty sports outfits.

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JULIETTE

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An evening scarf, twice the width of the one already described, was entirely of ermine.

With Tailor-Mades.

It is very smart to wear a long narrow fur scarf with a tailor-made instead of the inevitable animal stole. These scarves are worn swathed once round the throat, and the ends tucked in under the waist-

MRS. BETEN.

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L'ECCLAT

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Opp. Star Theatre.
Tel. 56914.

"old girl" remembers the envious stir caused by one moneyed lass who possessed a blue Japanese silk frock and shoes to match—but its simplicity was counteracted by sashes, quantities of tucks, lace-trimmed trills, and full bishop's sleeves, which some girls had specially done for the occasion in raw starch, so that they would stick out impressively. One

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(With Orchestra & Male Quartet).
B-3600—I'll Be Good Because Of You (Noble) .. Gracie Fields.
Over The Garden Wall (Saxony & Harrington)
Gracie Fields.
B-3644—An Embankment Impression (Wynne) Wink Wynne.
Bluebeard—A Bed-time Story (Wynne) .. Wink Wynne.
B-3646—Deep In My Heart ("The Student Prince"—Romberg)
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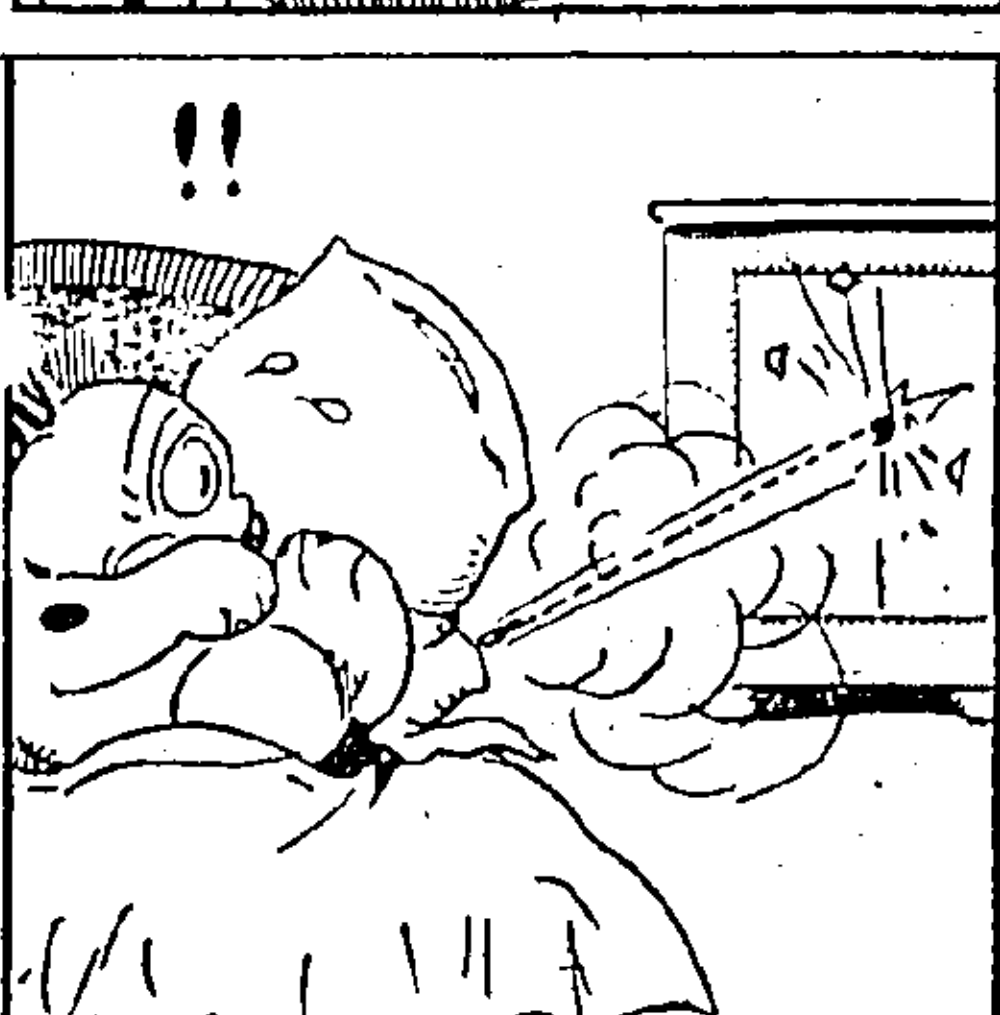
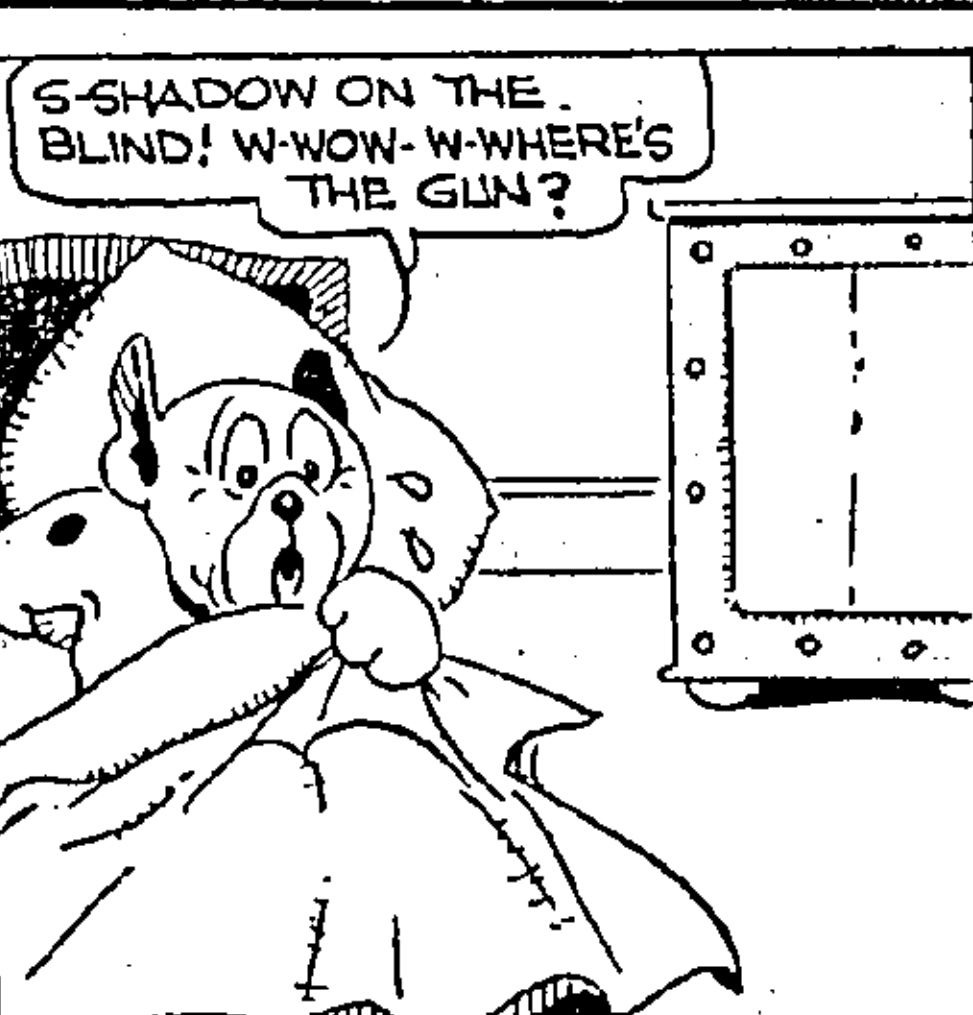
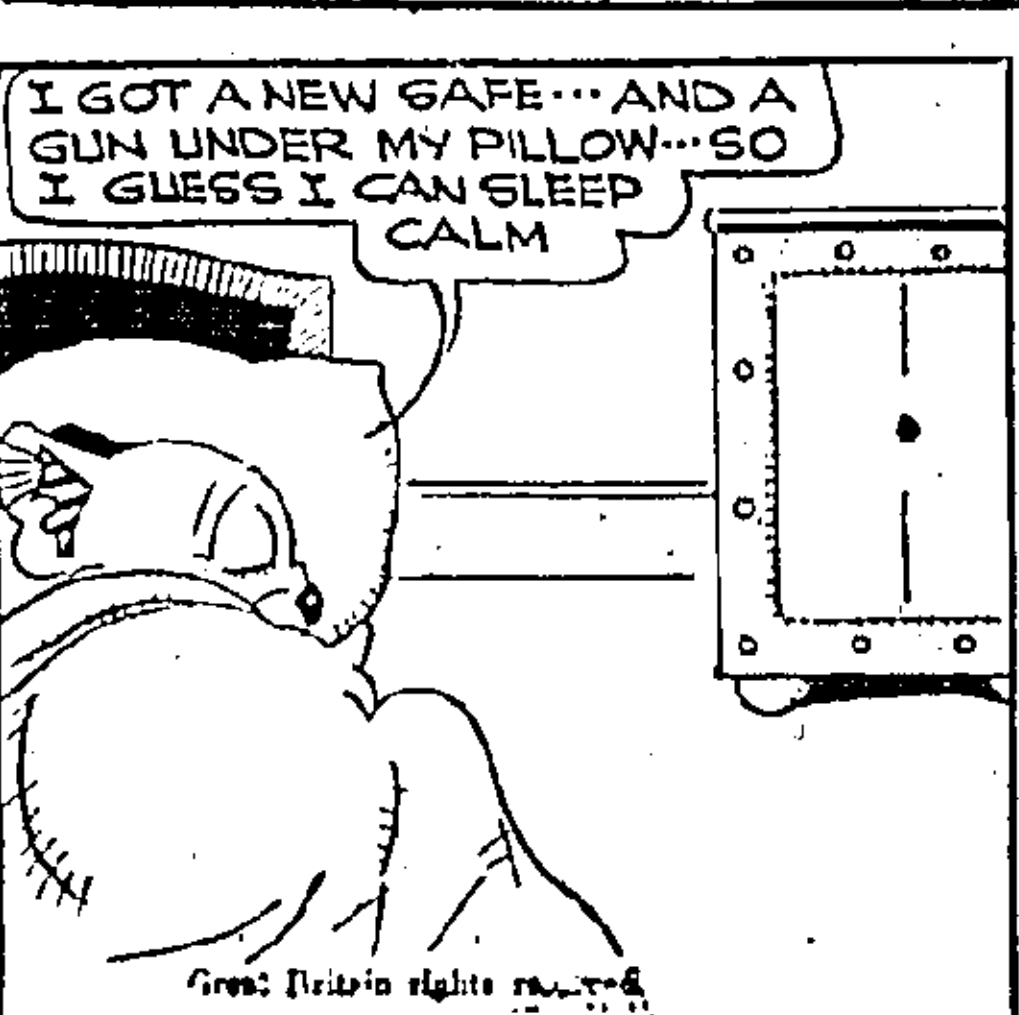
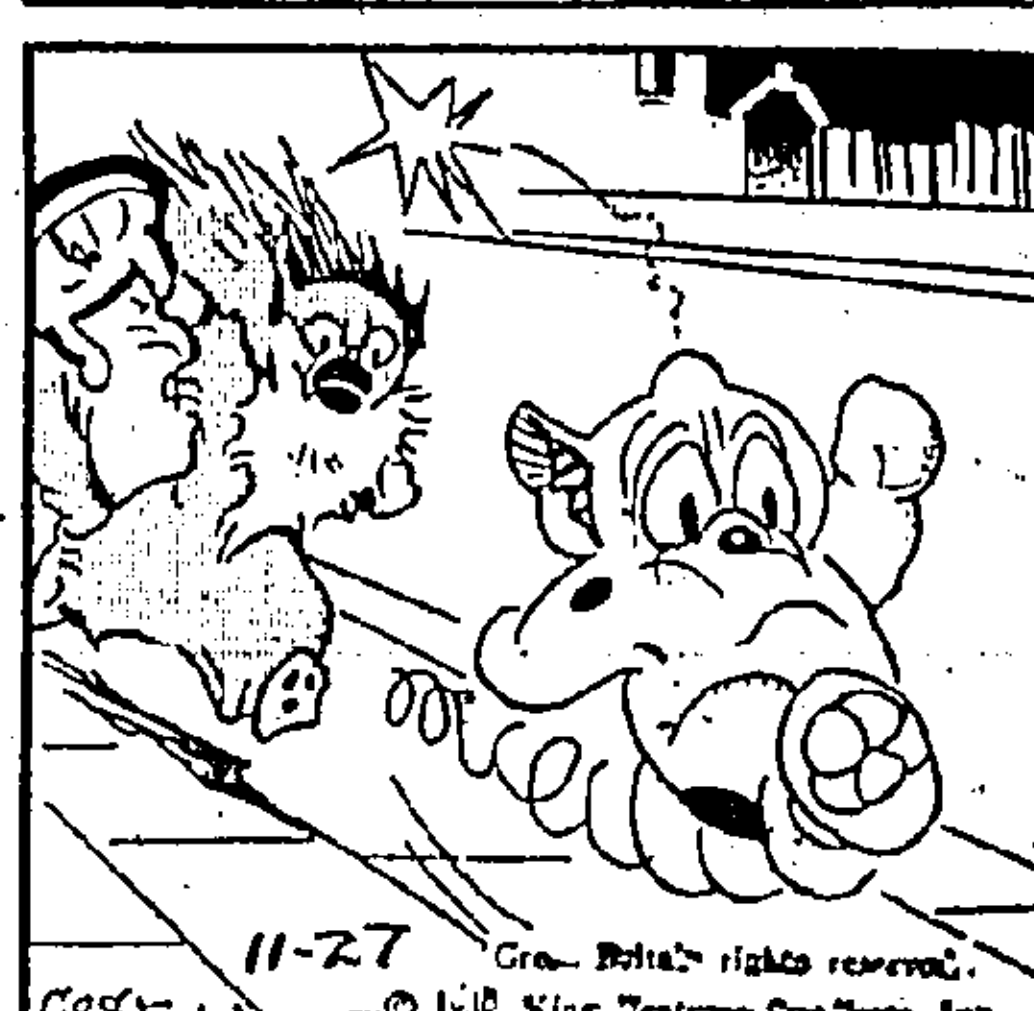
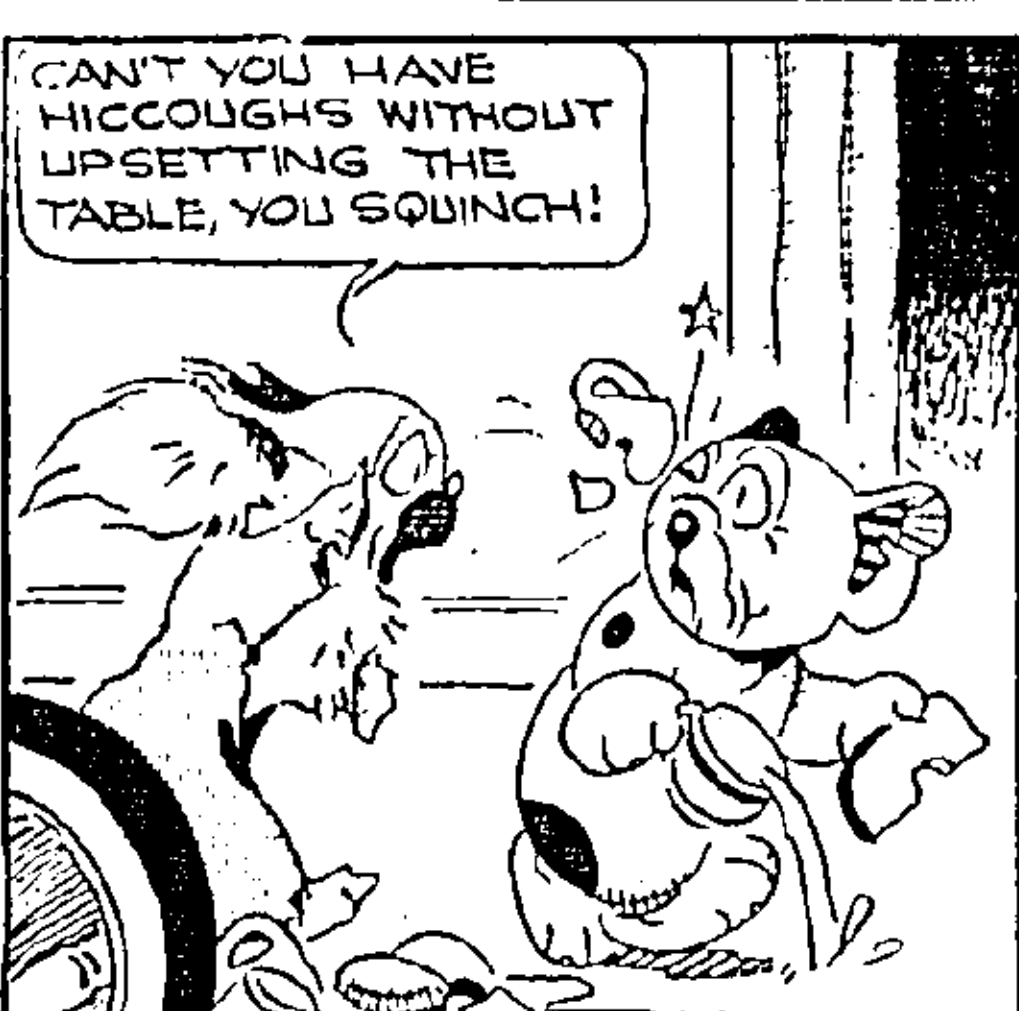
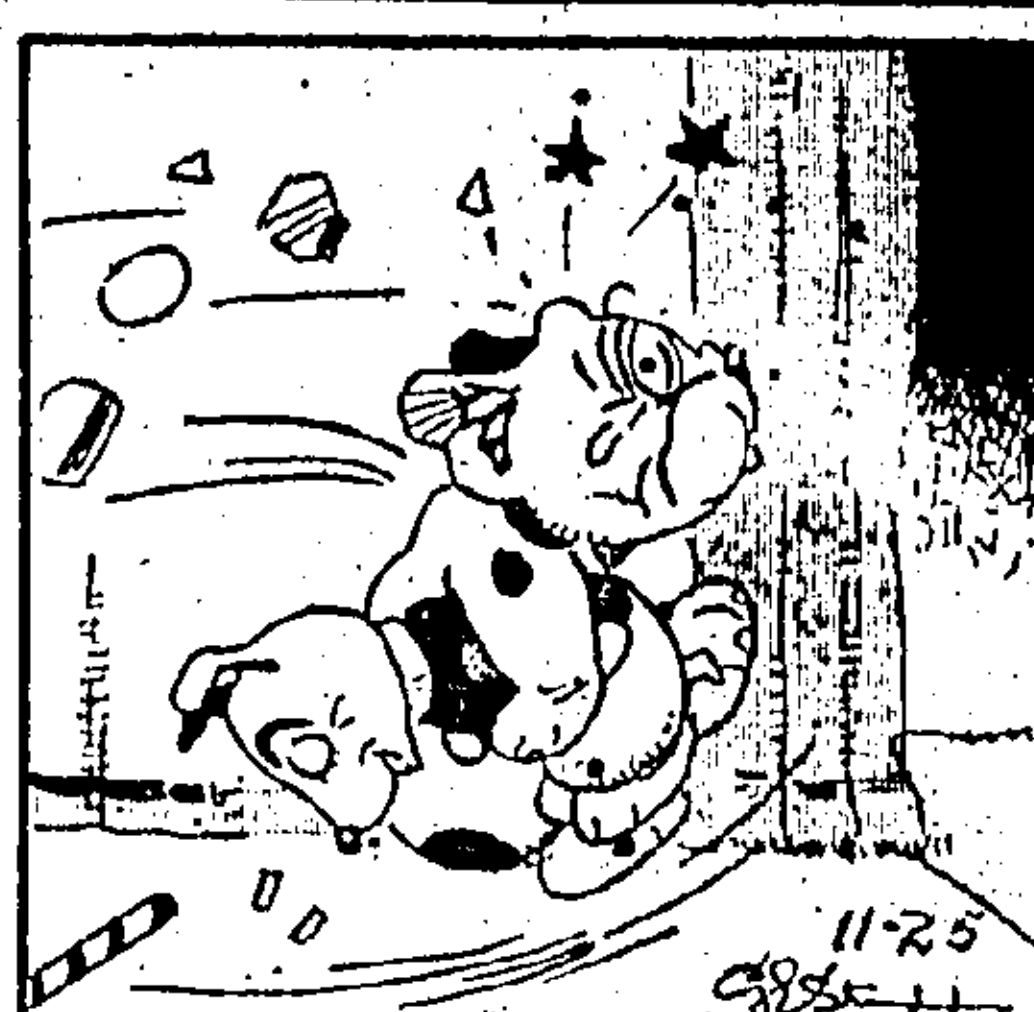
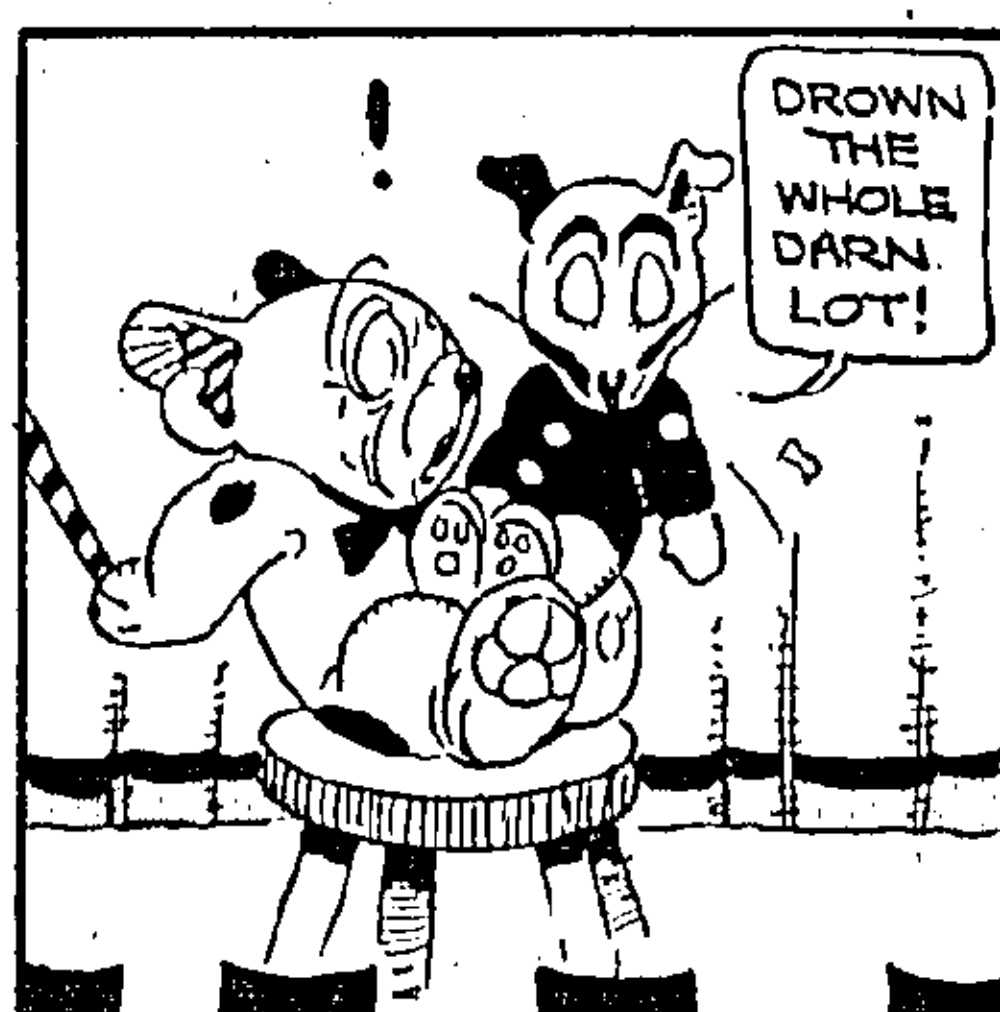
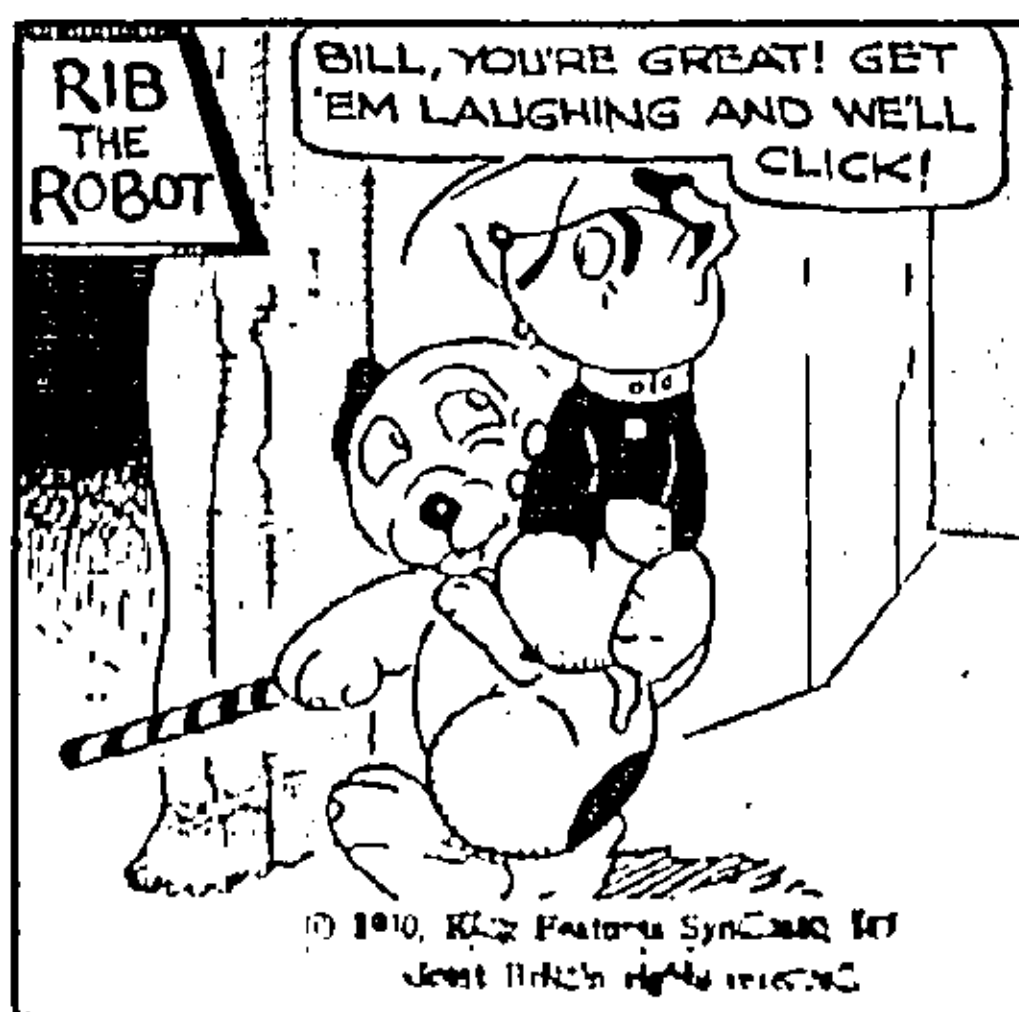
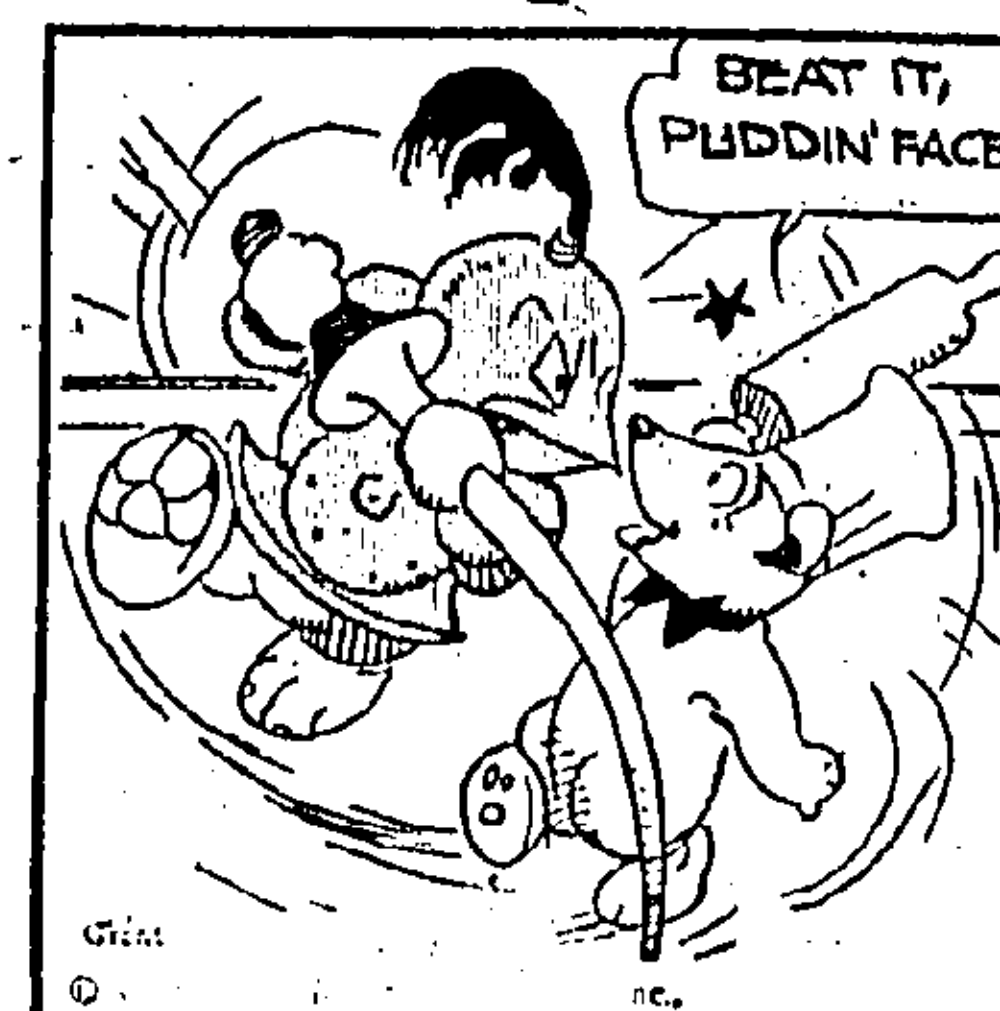
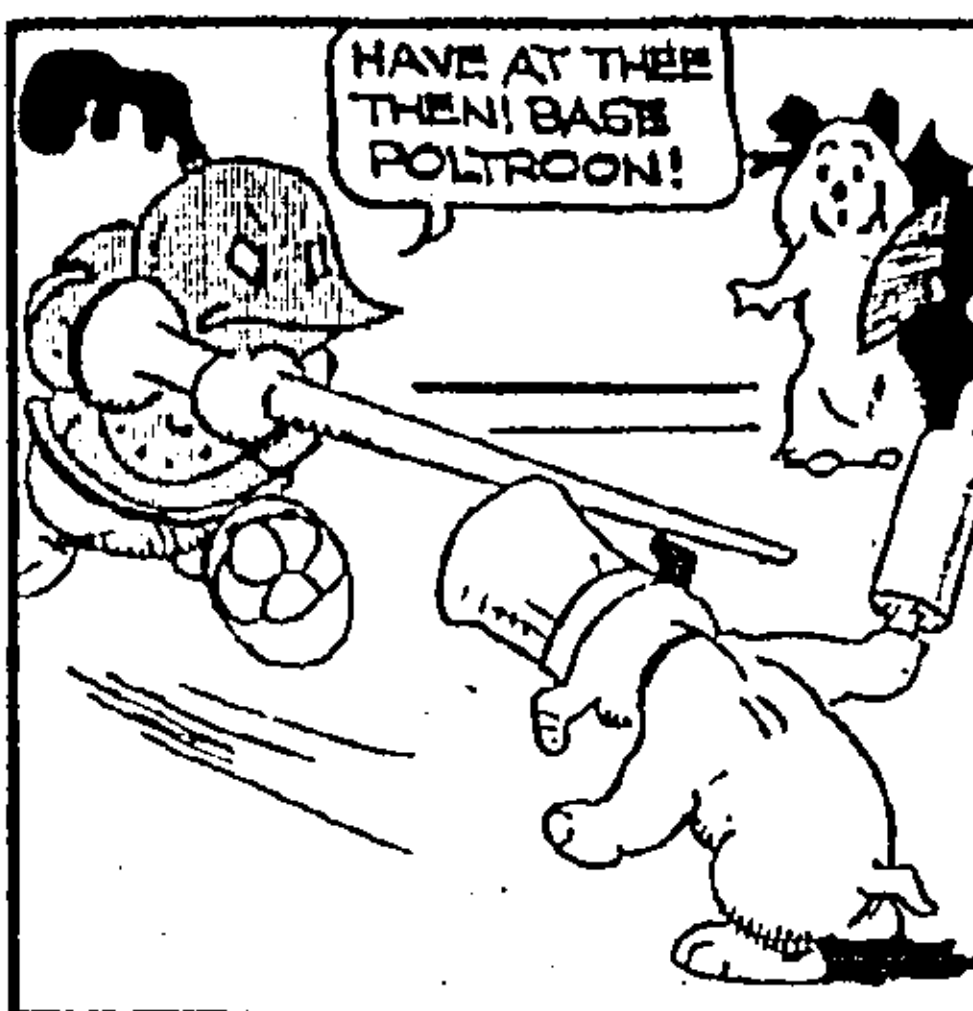
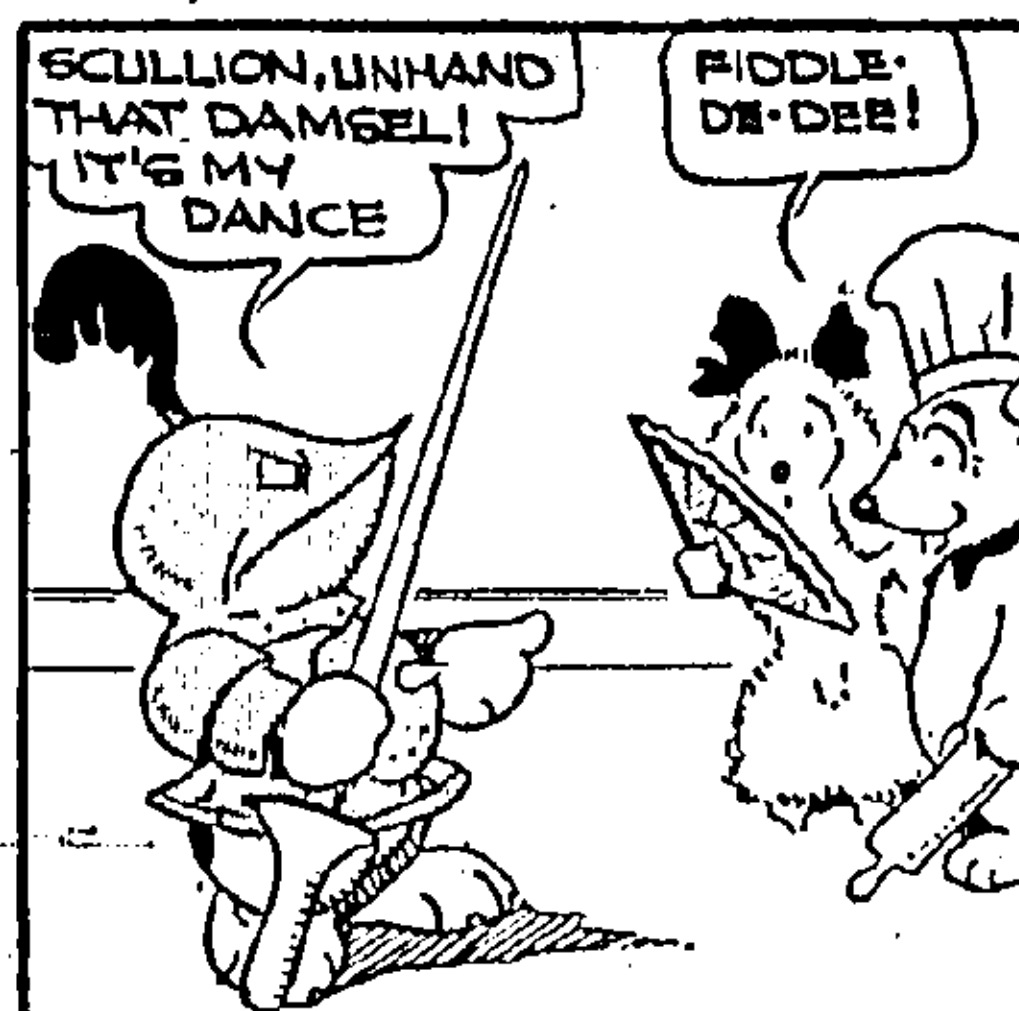
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PRECARIOUS PERCH.—The annual cleaning of the old Bailey. Workmen engaged in cleaning the gilded Figure of Justice—a dangerous occupation—which surmounts the Old Bailey, London.—(Sport and General).



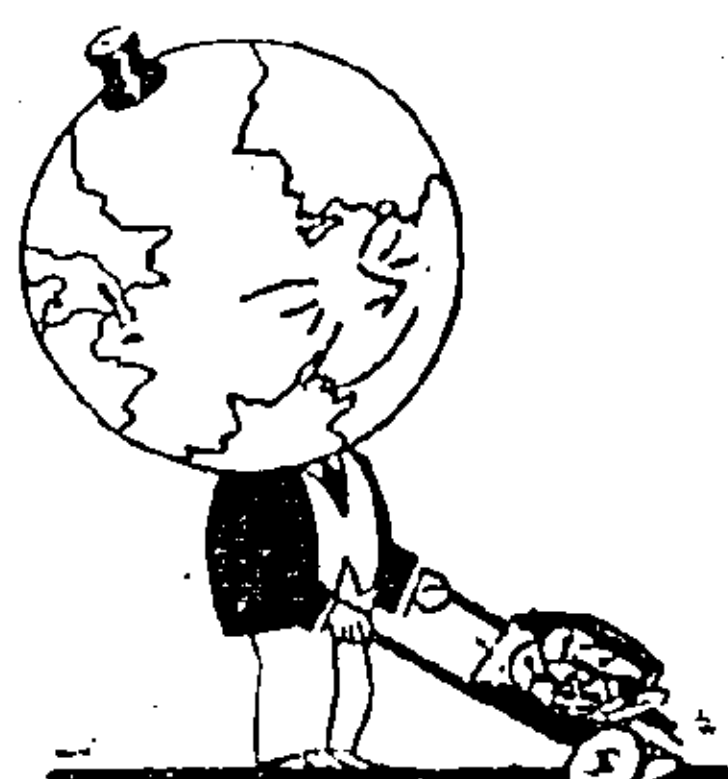
COUNTRY LIFE IN LONDON.—The fifty-second annual show of the British Dairy Farmers' Association opened at the Agricultural Hall, Islington, London, and is noted for its display of some of the finest domestic animals in the country. For the first time in the history of the show, each cow exhibited has a stall of its own. Dairymaids from every dairy in the country competed in butter-making and junket-making competitions.—(Sport and General).

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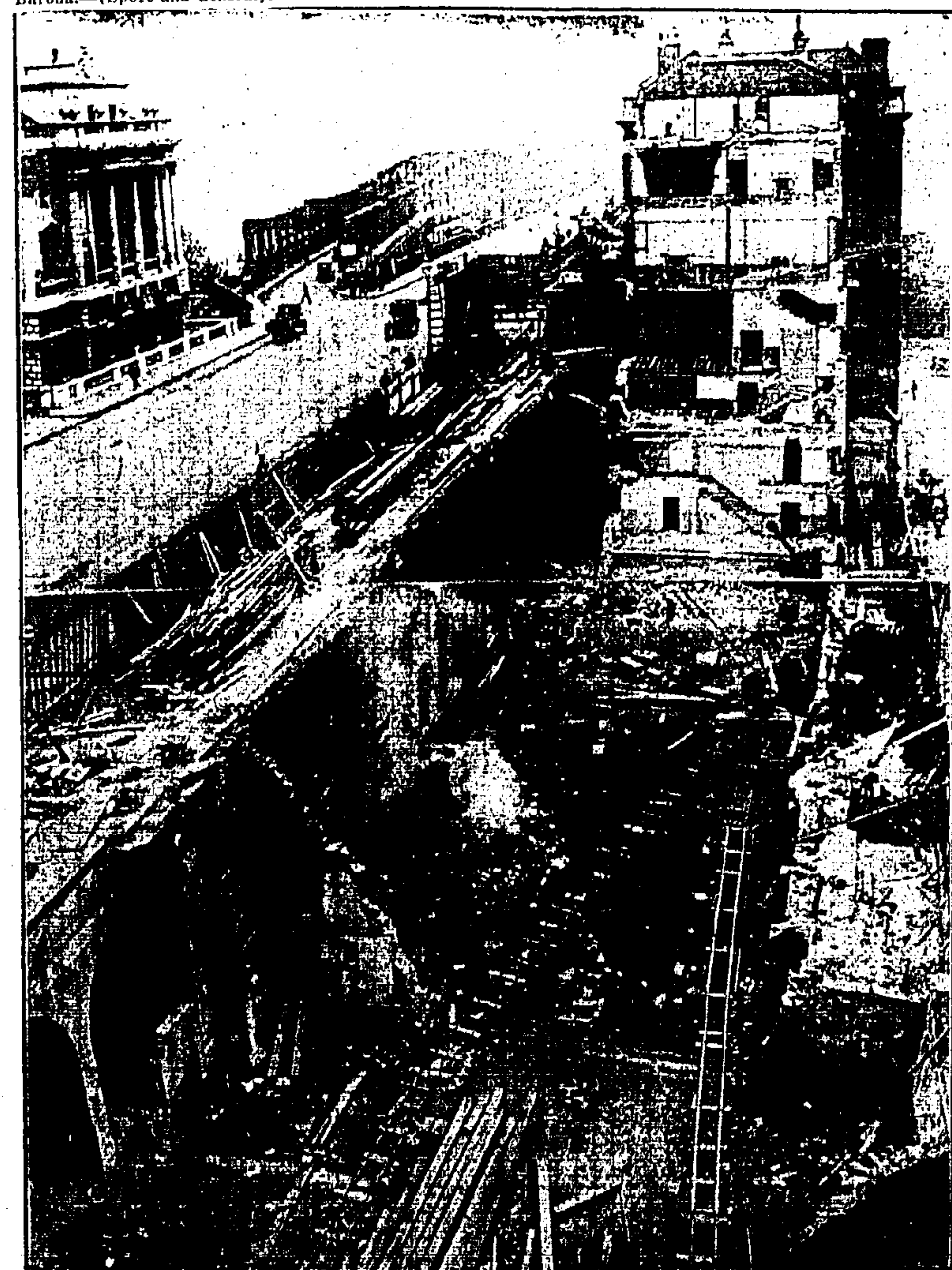
GLEE SINGERS.—A group photograph of Mr. Edward Branscombe and his Westminster Glee Singers, who commence a week's session at the Theatre Royal, Hong Kong, on Monday, January 20.



RECEPTION TO GOVERNOR.—A reception for His Excellency the Governor of Macao, Senhor Artur Tannenberg Barboza, and Mrs. Barboza, was given by the Japanese Consul at the Consulate on January 7. Those in the front row are (left to right): Miss L. Loureiro, Miss Lobato, Mrs. da Rosa, Mrs. Yoshida, H.E. the Governor of Macao, Mrs. Barboza, Mrs. Okamoto, Mrs. da Silva, Miss M. Loureiro. Standing:—Mr. Hirata, Mr. Okamoto, Mrs. Murakami, Mr. da Rosa, Consul Yoshida, Mr. da Silva, Mr. Nonomura, Mr. Murakami.—(K. Fujiyama).

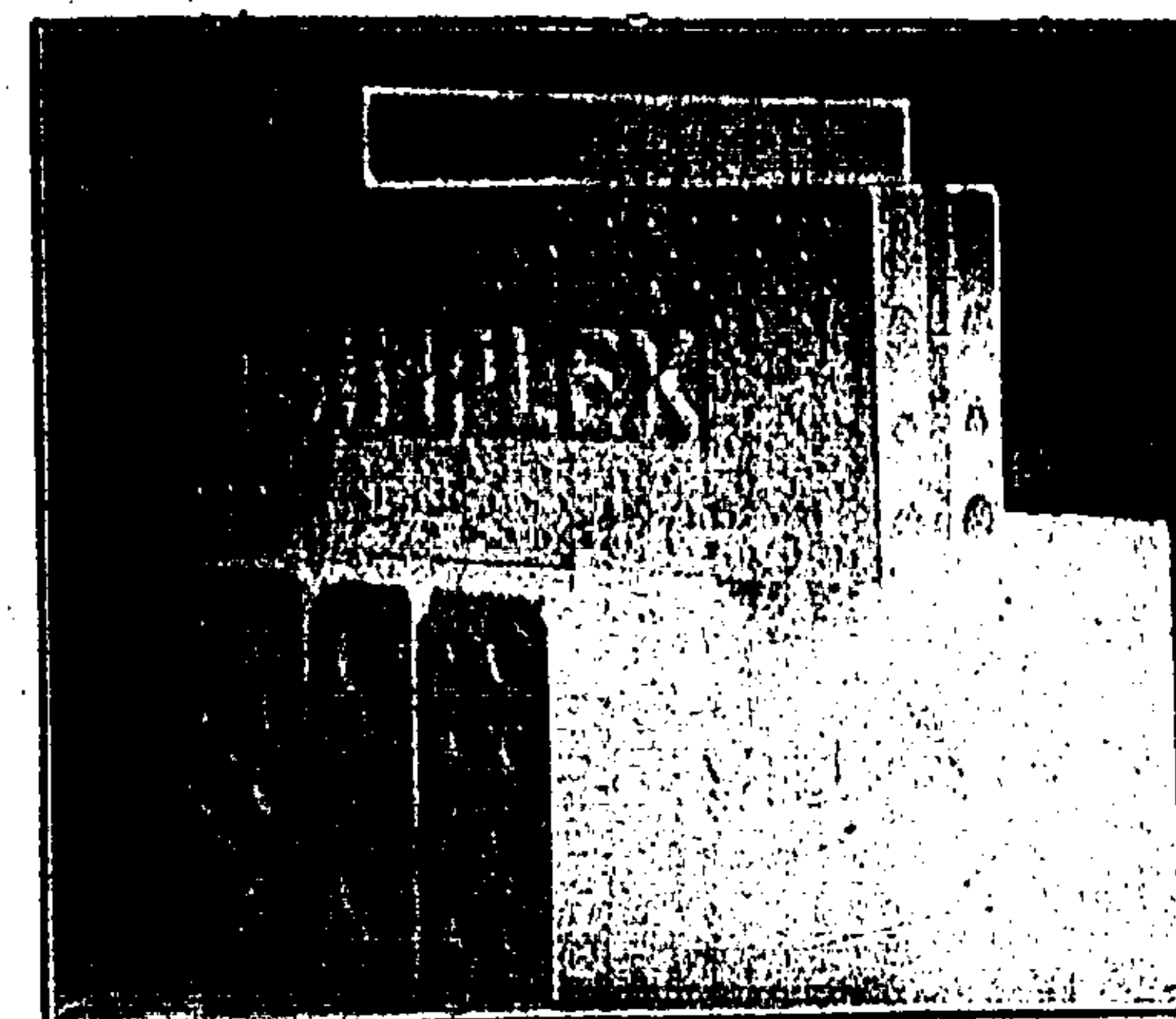


INDIAN PRINCES.—A group of resplendent Indian Maharajahs of fabulous wealth, who are in England for the Indian Conference. Left to right:—The Chief of Sangli, the Maharajah of Dhulapur, the Maharajah of Rewa, the Maharajah of Bikanir, the Maharajah of Kashmir and Jammu, and the Gaekwar of Baroda.—(Sport and General).



"YAWNING GULCH."—Among the numerous renovations and excavations taking place in London, is that of clearing away the foundations of the once well-known Lancashire House, beside the northern approach to Waterloo Bridge. "The Yawning Chasm" which also "yawns" daily. In the background may be seen the temporary Waterloo Bridge, which is in use while the old bridge is repaired.—(Sport and General).

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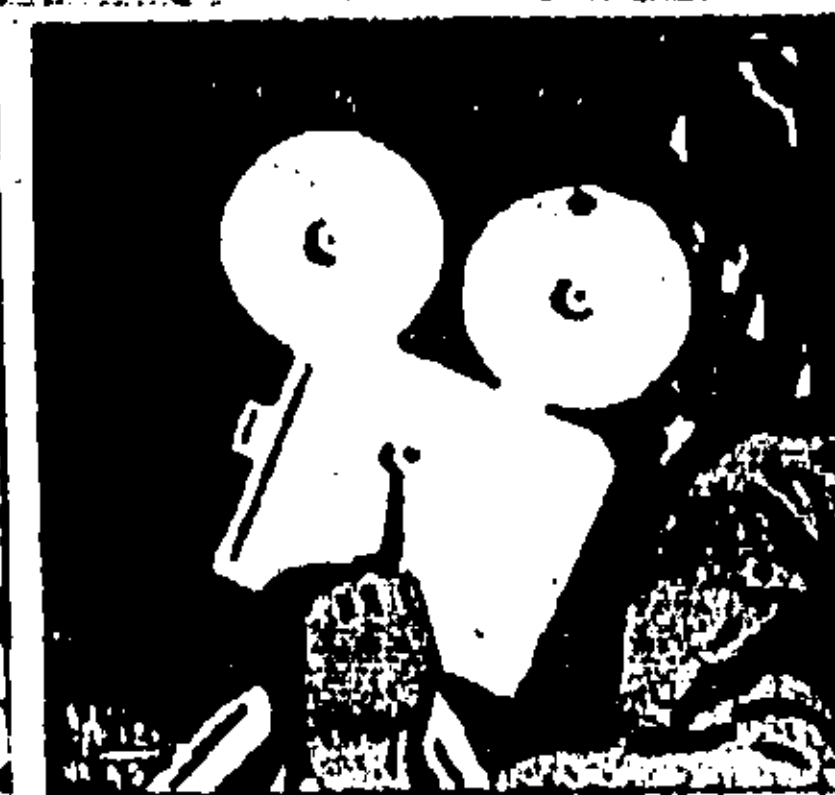
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QUEEN'S THEATRE.

Daily at 2.30, 5.10, 7.15 & 9.20.

To-day to Tuesday.—"One Mad Kiss," introducing the new Fox film, Don Jose Mojica, the brilliant and magnetic grand opera tenor in a musical romantic success with Mona Maris, Antonio Moreno and Tom Patricola.

Wednesday to Saturday.—The British International production, "Atlantic," the Leviathan of all talkies, in an all-British programme including the latest in topical news, "The Pathe Magazine."

STAR THEATRE.

Daily at 5.30 & 9.20.

Special Matinee on Saturday and Sunday at 2.30.

To-day and To-morrow.—"The Desert Rider," Tim McCoy takes you with him on a journey of thrills and love adventure in a sweeping gold-rush romance with Raquel Torres.

Tuesday and Wednesday.—"Rin-Tin-Tin" and the wonder boy, Davey Lee, in a thrilling drama of the North, "Frozen River."

Thursday to Saturday.—"Black Magic," amid dangerous tropic breezes, a white girl rises above treachery and native depravity to find unalloyed love. With Josephine Dunn, Henry B. Walthall and Dorothy Jordan.

WORLD THEATRE.

Daily at 2.30, 5.15, 7.15 & 9.20.

Interpreter at all Performances.

To-day to Thursday.—The Chinese Drama, "Love and Duty," Part I.

Friday to Tuesday.—The Chinese Drama, "Love and Duty," Part II.

"ONE MAD KISS" COLOURFUL SONG FILLED ROMANCE.

A sensational "find" will flash across the screen of the Queen's Theatre to-day when "One Mad Kiss," Fox Movietone musical romantic success will have its premier local showing.

This new luminary is Don Jose Mojica, brilliant and magnetic young Spanish grand opera tenor, known to opera and concert goers only heretofore.

He has the golden, lyrical voice of a second Caruso. It registers every tone as clear as a bell. Coupled with his voice is superlative good looks, a winning smile and a personality that radiates "it."

Closely following Mojica in the race for honours is Mona Maris, former UFA star who reveals a beautiful mezzo soprano voice as well as an ability to execute typical Spanish dances with the grace and verve of a veteran. Tom Patricola, famous dancing eccentric of musical comedy, vaudeville and screen, and Antonio Moreno, former matinee idol of the silent screen who establishes himself as an outstanding performer in talkies.

Mojica has the role of a romantic political outlaw, banished from his native province by a tyrannical dictator. He, however, proves a thorn in the side of his enemy, and the conflict between them becomes particularly bitter when Mojica falls in love with Raquel, beautiful Spanish dancer, who also is beloved by the dictator.

How Mojica finally accomplishes the overthrow of Moreno, the dictator, and wins the dancer, played by Mona Maris, provides a highly entertaining story that holds interest to the final fade-out.

Mojica has been liberally provided with songs, all of them interpretive in nature, rather than of the popular ballad type. At that, however, several of the songs will prove popular successes, as they have a haunting quality to their melodies that linger in your memories long after you have heard them. "One Mad Kiss" and "Oh! Where Are You?" by Don Jose Mojica and Troy Sanders and "Behind the Mask" by Joe McCarthy and James Monaco, are three such songs.

Troy Sanders has provided a wealth of characteristic Spanish music which supplies a perfect accompaniment for the mood of the

"ATLANTIC"

AN OCEAN DRAMA.

The whole of the action in E. A. Dupont's "talkie" for British International Pictures, "Atlantic"—an adaptation of Ernest Raymond's play, "The Berg"—takes place in three hours and is set on board a great ocean-going liner.

It opens with scenes of evening life aboard the liner. The ballroom is filled with dancers, and the smoke-rooms with people, while, on the decks, couples promenade to and fro, and sit ensconced, enjoying the night air before retiring. Then with dramatic suddenness, as the ship ploughs its way through the water, there comes a terrible, rending crash, dancers are thrown to the floor, card tables upset, and everybody is thrown in a heap. Like lightning the word flies round, "The ship has struck an iceberg."

The dramatic qualities presented by such a theme can be readily recognised when handled by a director with Dupont's power of extracting the last ounce of dramatic force from such intense situations. The variety of sounds in a "talkie" add to the effectiveness. Dupont was the producer of "Piccadilly."

During the "shooting" of the shipwreck scene in "Atlantic," one saw crowds of passengers on the deck of a huge liner, all fighting to get to the lifeboats—sailors hurling women into the boats, and knocking men off the rails. Some of the passengers were fully dressed, others were in dressing gowns and pyjamas. There were old aristocrats, negroes, pretty girls, monocular young men, Lascars, toughs, nice old ladies, all struggling away. One saw their agonised looks and heard their screams of fear.

The boat-deck was transformed into a film studio. Indeed, all the end of the dock was also transformed, for there were enormous lights on all the barges moored opposite the liner, to illuminate the ship's side when necessary. There were more lights—dozens of them, terrifying things on the deck itself. And crowds of people, two or three hundred "supers," a little army of electricians, technical staff, camera men. Dominating them all—and more often than not, standing in one of the lifeboats, to get the exact angle of the camera—was a youngish man with large features, a long pipe, and a cap and muffer. This was Mr. Dupont.

After an hour on that crazy liner, one began to lose all sense of discrimination between true and false. Sometimes, after seeing the pandemonium round one of the boats, one began to think it really might sink at any moment. You could never tell which were real sailors and which were actors, for officers and members of the crew were about, and, at times, were mixed with the imitation officers and crew. As a rule, if a man looked very sailorly, you could depend upon it he was an actor. If an actor is chosen for a part he has to look that part, but real people are under no such compulsion.

The best thing of all about this adventure was the wonderful setting; the tiny lights of the docks and the other ships round about; the marvellous effects of the great lights on the water, there, far below the boat deck. There was a small boat ceaselessly sculling about, waiting to pick up anybody who might fall overboard.

Captain of sea-going craft are fairly accustomed to receiving unusual warnings, but it is doubtful whether any more out-of-the-way warning has been broadcast to shipping than that which was sent out one night during the production of "Atlantic," to all ships within a certain radius of the Thames Estuary. This warning was to the effect that no notice was to be taken of the continuous blowing of a siren and of an S.O.S. signal which would emanate from a large liner in Tilbury Docks.

The message was sent out on behalf of B.I.F., who were that night transmitting to their Eilatree Studios, over thirty miles away, for recording on their film, the siren warning used by ships in distress at sea.

RINTY IN THRILLING "FROZEN RIVER" WITH YOUNG DAVEY LEE.

Reward! One hundred dollars for a wild dog known as the Killer—dead or alive!

Rin-Tin-Tin, star of Warner Bros. latest picture, "Frozen River," coming to the Star Theatre on Tuesday, enacts a killer with a prize on his head in this story

QUEEN'S THEATRE

TO-DAY TO TUESDAY

Movietone's Gift To The Song Loving Age



DON JOSE MOJICA

"Grand Opera's Great Lover"

He sings sweet enough to carry you away—and he loves with that passionate fire which is the soul of a Spanish, romantic caballero

Mona Maris
Antonio Moreno
Tom Patricola

are in the cast of this all talking, singing, dancing movietone

ONE MAD KISS

Presented by William Fox
Directed by MARCEL SILVER

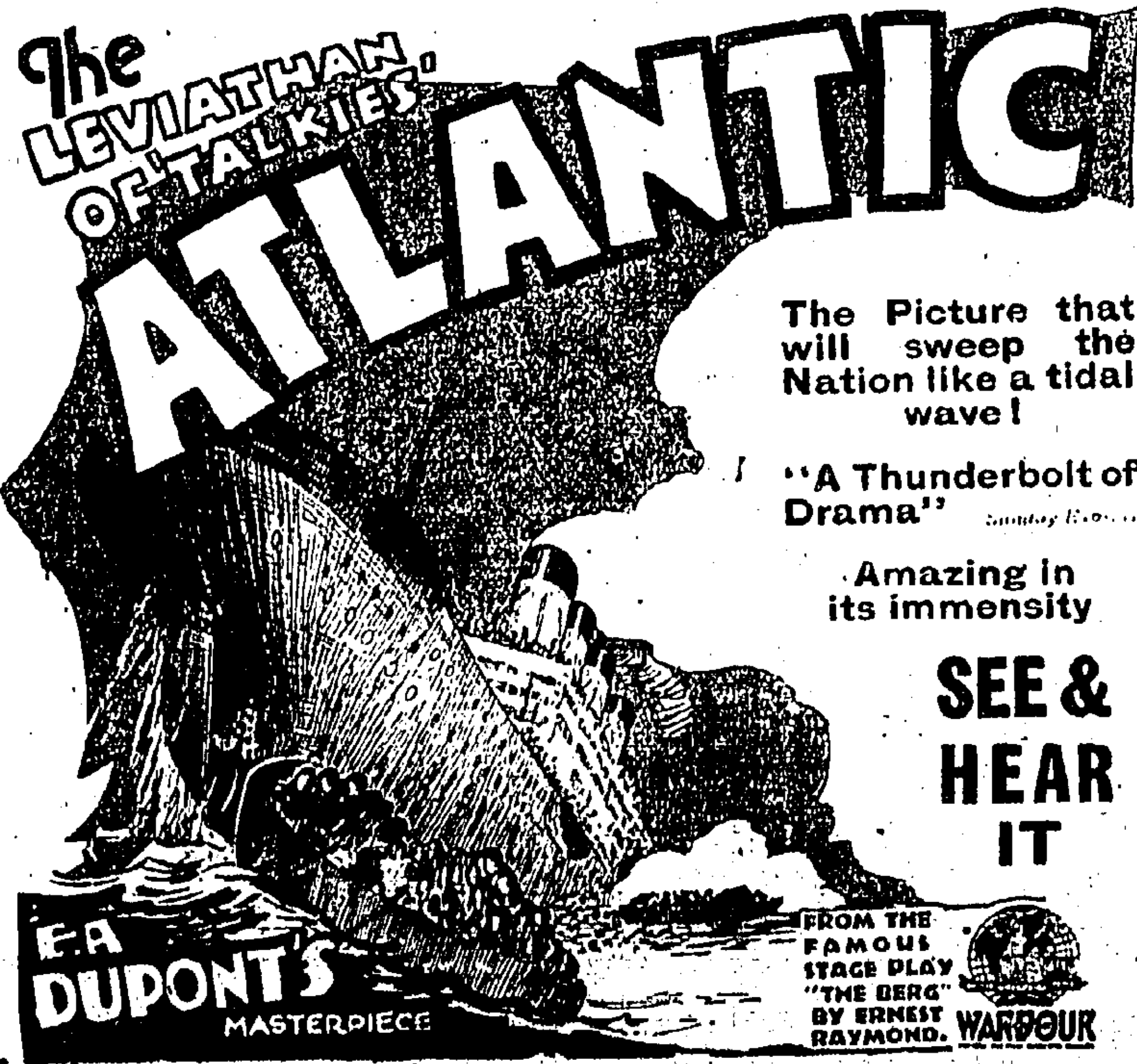
NEWSREEL
FOX
MOVIETONE

FEATUETTE

"FRIENDSHIP"
A TABLOID PLAY

WEDNESDAY TO SATURDAY

AN ENTIRE BRITISH PROGRAMME.



The Picture that will sweep the Nation like a tidal wave!

"A Thunderbolt of Drama"

Amazing in its immensity

SEE & HEAR IT

E.A. DUPONT'S MASTERPIECE

FROM THE FAMOUS STAGE PLAY "THE BERG" BY ERNEST RAYMOND. WARPOUR

"PATHEPHONE - WEEKLY"

"ATLANTIC"

A

HURRICANE OF PRAISE FROM THE PRESS—

- "Sunday Express"
"A very great film. America has never turned out anything half so formidable as this British talkie."
- "Daily News"
"A masterpiece of screen art, a triumph as a talkie film."
- "Daily Mail"
"Impressive and deeply interesting."
- "Daily Telegraph"
"Most impressive."
- "Daily Mirror"
"It is a triumph, an artistic and a commercial success."
- "Daily Sketch"
"It is the 'JOURNEYS END' of the screen."
- "Sunday Pictorial"
"Rises definitely to the heights of epic drama, is certain of success."
- "Star"
"Thrilling, impressive."
- "Evening Standard"
"Has never been surpassed on the screen, a triumph."
- "Reynolds"
"Brilliant, unforgettable, one of the greatest of the talkies."
- "Evening News"
"A bigger thrill than anything Hollywood has ever sent us."
- "Daily Chronicle"
"The greatest talking picture of the year, a tremendous achievement."
- "Morning Post"
"As a spectacular production undoubtedly a British triumph."
- "News of the World"
"A masterly portrayal of stark tragedy."
- "Sunday Referee"
"Magnificent, a genuine motion-picture masterpiece."
- "Impartial"
"Will achieve instant and unqualified success. It is a triumph of British production."
- "Cinema"
"Amazing! Superb! Flawless! No mean achievement."
- "Daily Film Review"
"It is not only destined to create a great sensation, but many lasting memories."
- "Bioscope"
"Profoundly impressive, must be seen by everybody."
- "Daily Sketch"
"The sort of production that Hollywood would boast about for years."
- "Kinematograph Weekly"
"Magnitude and realism in a colossal sea tragedy."
- "Faulkner"
"The box office value of this picture is unquestionable, it stands in the front rank of the world's best. A picture that amazes and holds fast."
- "G.E.A. Report"
"Admirably produced and brilliantly directed."

TIM MCCOY HAS IDEAL ROLE AS PONY EXPRESS RIDER.

McCoy, as a fast, hard-fighting "pony express" man, in an amazing mail robbery and daring hold-up comes to Star Theatre to-day in "The Desert Rider," Metro-Goldwyn-Mayer's vivid drama of the early 1880s.

The story is based on the trial and tribulations of the early settlers in lower California during the granting of the governmental land deeds. Many and varied were the difficulties which beset the valiant "pony express" riders whose duty it was to get these important papers through, but it was a sensational mail robbery in the heart of the desert which brought about one of the most colourful romances of this period.

Sensational chases between the bandit gang and the daring riders of the sage and thrilling battles in which a group of blood-thirsty redmen appear in the picturesque surroundings of the story. Nick Grinde directed the production which contains a notable cast including Raquel Torres as the heroine, Bert Roach, Edward Connelly, Harry Woods and Jess Gavin.

Harry Woods, who is noted for his portrayal of villain roles, is cast as the bold "bad-man" of the desert and his encounters with McCoy form the basis of the picture's unusual thrills and adventures.

VERSATILE OPERA STAR CONTRIBUTES LYRICS.

Don Jose Mojica, magnetic young opera tenor of "One Mad Kiss," Fox Movietone musical romance, was signed to sing and act, but gave extra measure by also becoming a lyric writer.

Several Spanish songs were needed for Mojica's first picture. Considerable difficulty was encountered in getting just the type wanted so Mojica took his pen in hand and turned in some very acceptable

NEW FILM AIRS SINISTER SIDE OF SOUTH SEA LIFE.

"There are two South Seas," says Josephine Dunn, noted screen player who has travelled extensively in the tropics, and whose latest film appearance is in "Black Magic," a story of the islands "down under," coming on Thursday to the Star Theatre.

"The best-known of these is the languorous and romantic phase of the tropics, with coral beaches, waving coconut palms, hula dances, surf-riding, dusky beauties and pineapples as the principal features. This phase is the only one seen by casual visitors who spend a week in Hawaii, or even those who take prearranged 'cruises' through the Marquesas, Samoa, the Paumotu and the other Low Island groups.

"A more grim side, however, exists, particularly as one goes farther westward. This is the side of barbarism, witchcraft, sorcery and superstition, which remains practically unscratched by 'civilising' influences. This phase, which the ordinary traveller never sees, is much more real and basic.

"In 'Black Magic' we have tried to show both sides of the picture, contrasting the romantic lure of the tropics with the barbaric and primitive beliefs of the native peoples. The story itself is unusual being woven around a widespread faith in the power of native sorcerers to 'curse' to death anyone they please, and with this and a 'terror-plot' as the theme, the film-loving public for the first time will see something of the true tropic background."

John Holland plays opposite Miss Dunn, with Henry B. Walthall as the pliant featured player in "Black Magic." George B. Sells directed this Fox Film, and an exceptional supporting cast, headed by Marie Fox, Dorothy Jordan, Sheldon Lewis, Fritz Feld and Ivan Linow, all take important

COMING
BEBE DANIELS
IN
"LOVE COMES ALONG"

"MAMBA"
STORY OF THE RICHEST AND MOST
DESPISED MAN.

An East Africa Romance.

August Bolte, the most despised man in New Posen—feared by the natives, whom he bullies, ignored by the English and German officers of the military posts, snubbed by the white women! Yet he is the richest man in East Africa, the most powerful—and some day he will make them bow their haughty heads to him!

A wedding. Bolte marrying the Countess von Linden, young, exquisite, beautiful. Selling herself to save her father from debt and dishonour. The mating of a swine and a gazelle—a culture and a dove. Bride Disillusioned.

The meeting of Helen and Karl von Reiden on her wedding night. His efforts to amuse her by describing the most ludicrous man in all Africa—and then finding that that man is her husband.

Helen's threat to jump off the boat if Bolte so much as touches her. His rage and his promise that he'll put an iron bolt on her door in New Posen, but when he is ready to take her nothing shall stop him.

The arrival in New Posen—Von Reiden received with military pomp and splendour; Helen admired for her beauty and pitied as Bolte's wife.

Bolte's reception in Helen's honour. His triumph because the officers and their wives, in bowing to Helen must bow to him. His

pride in his beautiful possession that he plans to really possess that night.

The dramatic breaking up of the reception when Hassim, a native leader, comes to kill Bolte, responsible for the death of his daughter. Bolte drives him off with his bull whip and Helen flees in terror.

Moon Dance.

The Moon Dance—the mating dance of the natives—witnessed by Helen and Karl, loving each other but denying it expression.

Bolte's jealousy and his lashing of Helen. Intercepted by Karl.

The declaration of war in 1914—the German and British soldiers once the best of friends united against their common enemy, the natives, now enemies and mobilising against each other.

The natives, led by Hassim, on the warpath because of Bolte. The burning of the village. The attack on the fort, where only a handful of men are on hand to protect the women and children.

Bolte's cowardice and treachery—his escape into the jungle and his death by the hands of natives. Like the jungle snake, the mamba, Bolte was poisonous!

Karl's valiant protection of Helen. Their avowal of love in the midst of battle when death seems inevitable. Their rescue by the British, forgetting they should be enemies.

"DELIGHTFUL ROGUE."

Radio Pictures has taken sound to sea.

In "The Delightful Rogue," the all-talking film featuring Rod La Rocque, which comes to the Central Theatre to-morrow, the RCA Photophone recorder has gone aboard a sea-going vessel for the first time. And the sound effects of this romantic story of a modern pirate are both novel and dramatic.

La Rocque appears in "The Delightful Rogue" as a brand new style of pirate... a suave, sensuous Latin who has stolen a yacht and set out to plunder a little group of tropical islands.

It is a new type of characterisation for La Rocque, a sympathetic villain role of which he makes a great deal.

Rita La Roy, a newcomer to the

rank of featured players, plays opposite La Rocque. She is a "find" of Henry Hobart, who acted as associate producer of the film. In addition to giving a very dramatic performance as the beautiful belle of the little island port, she interpolates several singing and dancing numbers in the film which contribute much to its varied charm. Several original tunes, including "Gay Love," by Oscar Levant and Sidney Clare, are featured.

Charles Byer, Ed Brady, Sam Blum, Harry Semels, and Bert Moorhouse head the supporting cast.

A. Leslie Pearce and Lynn Shores directed from Wallace Smith's Cosmopolitan story, "A Woman Decides."

"The Delightful Rogue" will have a four days' run in the Central Theatre.

SEE CENTRAL THEATRE HEAR

TO-DAY ONLY



JEANETTE MACDONALD
WARNER OLAND
O.P. HEGGIE

A
Guaranteed
Picture

The famous song-romance as you've always imagined it could be presented.



Golden-Voice stars sing the glorious songs. You see the beauty of kingly fetes; hear the clash of rival armies; live the love-life of the world's most glamorous lover. More perfect than anything you've ever hoped for.

DENNIS KING
(By arrangement with Doreen Dayfield)
"The Vagabond King"



COMMENCING TO-MORROW

BLAZING ROMANCE
SHOT WITH TROPIC FIRE!
In Love as in Battle
His Demand Was—ALL OR NOTHING!

SEE! HEAR!
In Blazing Drama. In Crackling Dialogue.

What happens when a heartless man falls in love with a heartless woman! Thrill to the lure of "GAY LOVE," year's most sensational song success!

The DELIGHTFUL ROGUE
Radio with R. O. D. LA ROCQUE

and RITA LA ROY

COMING
RUDY VALLEE
IN
"THE VAGABOND LOVER"

"THE DELIGHTFUL ROGUE."

ROD LA ROCQUE HAS RITA LA ROY
AS CO-STAR.

Tilted Man's Daughter?

Her real name is Inn Stuart—this red-headed young Rita La Roy who appears opposite Rod La Rocque in the all-talking Radio Picture, "The Delightful Rogue," at the Central Theatre to-morrow.

It is said her father held a title in England. But she doesn't remember much of her father. He died when she was thirteen. Her mother died when she was born.

She was left alone on their ranch at Kit Scotty, Alberta. Neighbours wanted to put her in an orphan asylum. But she ran away, dressed in boy's clothes and hitch-hiked to Spokane.

A short time later she was waiting on tables in one of those Bohemian cafes where the help all perform—sing or dance or play something. It was there she caught the attention of the director of a stock company who gave her a chance in a minor role.

She told him she was eighteen years old and had four years of experience! Some other members of the company who knew her story were so amused at her bluff that they helped her learn her lines and put her across in the part.

For three years she travelled all over the Northwest and Canada in stock companies and vaudeville.

She was in Hollywood for some time before she got a real chance in pictures. Then, in quick succession, she was given several excellent parts in "Dynamite," "The Love Tramp," "Fashions in Love" and "The Bachelor Girl," and now she is to be heard as well as seen on the screen opposite Rod La Rocque in "The Delightful Rogue."

Figure Superb.

Radio Pictures introduces a new figure to filmland in "The Delightful Rogue," the all-talking film which opens at the Central Theatre to-morrow.

And what a figure! It belongs to Rita La Roy, a statuesque red-

head from the legitimate stage, who makes her bow as a featured film player opposite Rod La Rocque in the gay tale of a modern pirate in the tropics.

"The Delightful Rogue" was adapted by Wallace Smith from his own Cosmopolitan story, "A Woman Decides." It tells of the adventures and loves of Lastro, famous Latin bandit, after he steals a millionaire's yacht and turns to plunder a group of tropical isles.

The film is the first sea story in sound. It presents some unusually beautiful scenic effects as well as bringing to the screen the enchanting songs of surf and sea. It was recorded by RCA Photophone.

Ed Brady, Charles Byer, Bert Moorhouse, Harry Semels and Sam Blum head the supporting cast. A. Leslie Pearce and Lynn Shores were co-directors on the film.

The original music for the production was written by Oscar Levant and Sidney Clare, composers of the scores of "Street Girl" and "Half Marriage." "Gay Love," the theme song for "The Delightful Rogue," already has become a radio and dance orchestra hit.

Magnate's Yacht as Pirate.

The yacht "Sultana" once the pride of E. H. Harriman, railroad magnate, has turned pirate, to rove and plunder the tropic seas.

For the "Sultana" is the vessel which bears Lastro, the pirate, and his motley crew of riff-raff of the seven seas into action in "The Delightful Rogue," the all-talking Radio Picture which comes to the Central Theatre to-morrow.

Rod La Rocque is Lastro, the Latin pirate, 1929 model, who sails the tropic seas on "The Sultana," rechristened in the picture as "The Golden Rule."

He plays the guitar, smokes cigarettes in an ivory holder and dainties himself with perfume... after every murder!

Rita La Roy will be seen as Nydra, the dancer, who finally makes a better job of taming the sea rover than all the police of Tapit. A tall statuesque red-head, Rita is new to featured roles in the films but promises to climb soon to stardom on the strength of her first big role.

COMING SOON

TIFFANY
"MAMBA"
A Supreme Achievement!
A beautiful romance, a powerful drama, savage warfare—
Produced entirely in sound and in Technicolor.
Startling in its power and magnificence.

Jean Hersholt
Eleanor Boardman
Ralph Forbes

Directed by
Al Rogell

A TIFFANY PRODUCTION

COMING SOON

A MIGHTY DRAMA OF THE SEA!
A PICTURE THAT IS DIFFERENT!

COLUMBIA PICTURES
presents
"Submarine"
A MIGHTY DRAMA OF THE SEA
STARRING
JACK HOLT
with DOROTHY REVER
RALPH GRAVES

Entertainment De Luxe
furnished in an entirely
new setting.

Drama enacted by a superb
cast at the bottom of the
sea.

Contains everything you
like to see—passionate love
sequences—spectacular
scenes—and mighty thrills.
The Great Picture of the
Year!

DIRECTED BY FRANK CRUA

YOU'LL ENJOY THIS THRILLING DRAMA!

COMING
THE CUCKOOS
WITH BERT WHEELER &
ROBERT WOOLSEY.

SEE **MAJESTIC** HEAR
THEATRE
NATHAN ROAD, KOWLOON. TELEPHONE 57222.

COMING SOON
BILLIE DOVE
IN
HER PRIVATE LIFE

MUSIC INSERTED IN NATURAL
WAY IN DOWLING FILM.

Comes to the Audience as Real
Expression of Plot of
"The Rainbow Man."

Earlier talking pictures had an
element of inconsistency in them
as regards the interpolation of
music and songs, but "The Rain-
bow Man" is a fine example of how
this has been overcome in talking
pictures and how songs have been
made a natural part of the plot
and action.

How this is done is shown by
mentioning the spots in the plot in
which vocal and instrumental
music have fitting places.

The song "Smile Little Pal" is
introduced in a Vaudeville theatre
dressing room. Then there is the
music of the minstrel men on
parade. During the introductory
scenes of Eddie Dowling and the
girl, played by Marian Nixon,
Dowling sings "Mary, Mary, Quite
Contrary."

In the minstrel show, Eddie
Dowling, as "Rainbow Ryan" sings
"Sleepy Valley" and "Rainbow
Man." Other numbers featured
prominently by the minstrel com-
pany on the stage are "Let's Lift
Up The Curtain" and "Tambourine
Tune."

There is a hurdy-gurdy in a
New York street, a quartet in a
Southern hotel singing "Smile Lit-
tle Pal," and the principal songs
in the closing of the story in a
theatre scene.

The songs, "Rainbow Man,"
"Sleepy Valley" and "Smile Little
Pal" were written by Eddie Dowl-

ALL THE
WORLD LOOKS
ROSY IN THE
GLOW OF
"THE RAINBOW
MAN"

DIRECTED BY
FRED NEWMAYER

ADAPTED BY
FRANCES AGNEW



D. E. DOBELL - GEORGE W. WEEKS PRESENT

EDDIE DOWLING

THE RAINBOW MAN

WITH MARIAN NIXON · FRANKIE DARRO · SAM HARDY · LLOYD INGRAHAM

A SONO-ART PRODUCTION

A Paramount ALL-TALKING Picture

YOU WON'T LIKE IT —
YOU'LL LOVE IT!

THIS GREAT HUMAN HEART - THROB

VERSATILE DOWLING PENS
STORY AND SONG LYRICS.

Eddie Dowling, Broadway's
favourite son, is a youth of bound-
less energy. He not only wrote
the story for his first moving pic-
ture, the all-talking, and singing
production, "The Rainbow Man,"
but he also wrote the lyrics and
music of the song hits with Jimmie
Hanley, and then plunged into the
work of production, as leading
man.

Dowling, in seven years of
musical comedy, is credited with
never having been in a "flop" pro-
duction.

He collaborated with Victor Her-
bert and Henry Blossom, at the age
of 22, in writing "The Velvet Lady"
which played a season at the New
Amsterdam Theatre in New York.
Two years later he wrote "The
Greater Love," the story which
elevated Vera Gordon to stardom
as the greatest actress of mother
parts known to motion pictures.

He then wrote and starred in the
sensationally successful musical
comedy, "Sally, Irene and Mary,"
which ran for four years.

The versatile young actor-pro-
ducer-author next produced his
famous "Honeymoon Lane" and be-
fore this had completed its success-
ful run he wrote and produced
"The Sidewalks of New York," de-
signed to aid the presidential cam-
paign of Dowling's great friend,
the Hon. Alfred E. Smith.

The three song hits of "The
Rainbow Man," which now playing
at the Majestic Theatre, Kowloon,
are "Rainbow Man," "Sleepy Val-
ley," and "Little Pal."

NEXT CHANGE

REGINALD DENNY

IT WAS AN "EMBARRASSING
MOMENT" FOR REGINALD
DENNY WHEN A STRANGE
G'RL SUDDENLY INTRODUCED
HIM AS HER HUSBAND.



**EMBARRASSING
MOMENTS**

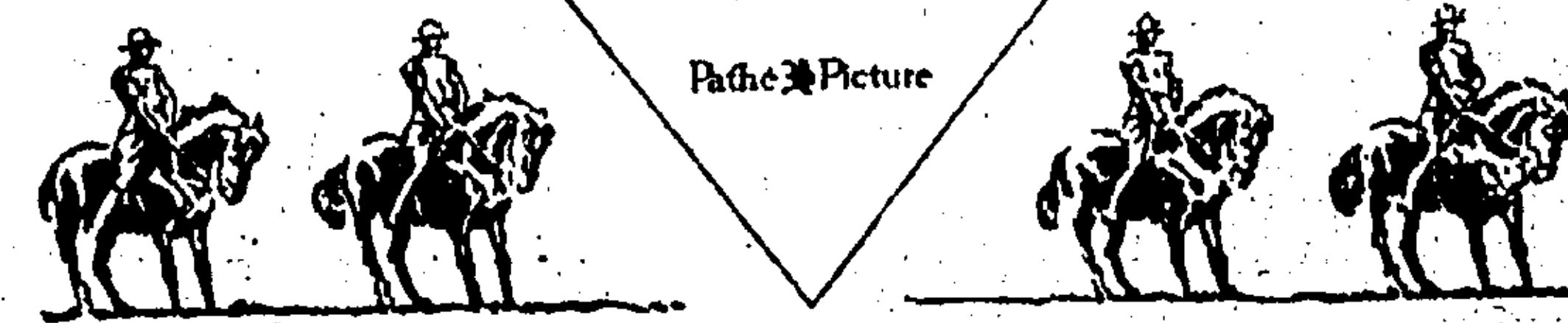


COMING

all music
all sound
all dialog



William BOYD
in
**HIS FIRST
COMMAND**
with Dorothy Sebastian



ing and James Hanley and were
arranged in the complete musical
score by Louis F. Gottschalk, the
noted composer and conductor.

It is a Paramount picture, pro-
duced by Sono-Art, and directed by
Fred Newmeyer. It is Eddie Dowl-
ing's first appearance in any film
and Marian Nixon's first appear-
ance in the "talkies."

It is showing at the Majestic
Theatre, Kowloon, for the last two

NIGHTIE NIGHT AND DAYTIME,
7:00.

Daytime was night time for days,
at a time with the company mak-
ing "Embarrassing Moments,"
Universal talking comedy starring
Reginald Denny, which comes to
the Majestic Theatre, Kowloon on
January 20.

For several days Otis Harlan,
Virginia Sale, William Austin and

Greta Granstedt wore night gar-
ments all the time they were on
the set. Those of Harlan and Miss
Sale were of the old fashioned
flannel variety that came down to
the ankles.

"My part in 'Embarrassing Mo-
ments' recalled the old days when
I was a barefoot boy," related Har-
lan. "It was the first time in many
years that I had been called upon
to face the camera in my bare feet."
"AND I got so used to wearing

night clothes during the day that
one night I went home and almost
started to get into bed with my
street clothes on."

Reginald Denny has one of the
most amusing roles of his career
in "Embarrassing Moments," which
deals with the application of the
"trial marriage" idea to a small
old-fashioned community.

Merna Kennedy, of the famous
Lillian Hall, is his leading lady.
Mary Fox also appears in the cast.

"Embarrassing Moments" was
directed by William James Craft.
The story is the work of Earle
Snell, who with Gladys Lehman,
wrote the continuity.

ADD CLOTHES TO GET
"UNDRESSED" EFFECT.

Paul Sloane, director of RKO's
spectacular musical comedy, "The
Cuckoo," now showing at the

Majestic Theatre, Kowloon, makes
the novel assertion that in order
to have dancing girls appear un-
dressed it is necessary to dress
them.

This statement was brought out
during the "Caballero" number in
which 18 dancing girls form a
brilliant ensemble.

The scenario called for these
girls to wear slippers, but no stock-
ings.

"My theory is that when we see
a crowd of dancing girls with nude
limbs, we are apt to yawn with
boredom," he declares. "The
novelty of semi-nudity on the
screen has worn off. But let these
same girls appear in their silk
hosiery and we will sit up and take
notice. It is just the old story of
being permitted to see something
that presumably we are not sup-
posed to see."

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is a good drink —
BUT
the GIN in the GINGER BEER
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WEDNESDAY, January 21st, at 9.15 P.M.

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Feathers.	Pte. Skinner, S.W.B. v. Pte. Blackburn, Argyls.
Light Weights.	Pte. Roberts, S.W.B. v. L/C Walker, Argyls.
Welter Weights.	Pte. Morrison, S.W.B. v. Sapper Evans, Royal Engineers.
Middle Weights.	Pte. Jones, S.W.B. v. Sg. Wailles, Argyls.
Light Heavys.	L/C Tenfold, S.W.B. v. Pte. Livingston, Argyls.

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Stalls (including tax) \$2.00
All other parts of house (including tax) 50 cts.
Booking at Messrs. Moutrie & Co., now open.
Book early and avoid disappointment.



Finish it...it's good for you

MOTHERS of other generations often forced their children to eat foods which had no real appeal to them, the sole reason being "it is good for you." These same mothers, contrariwise, would often veto sugary delicacies on the grounds that they were "not good for you."

The fortunate mother of to-day can safely let her children take as much as they please of the food they love—**TAIKOO GOLDEN SYRUP** knowing that it is pure and wholesome and that its body-building and vitalising properties are just what a growing child needs.

TAIKOO PURE CANE SUGAR



A LOCAL NOVELETTE.

It Happened in Monterey, the Peak home of Mr. and Mrs. L. Loveless, recently arrived from India.

Time: 11.30 Saturday Night.
Molly, of doubtful age but still romantic, is already in bed. This is not usual, but since coming here Lancelot had met Miss Hussey, and this night he had told her he could not take her to hear Dame Clara Butt at the Theatre Royal. He must attend an important Lodge meeting.

It was All Quiet on the Western Front of the house, where her bedroom is situated, but she was sleepless, lonesome, sad — thinking of what might have been if — if she had not been so fickle. It seemed nothing could console her.

Suddenly the strains of a song came floating in through the window. At first it was indistinct and sounded in the distance like the Chant of the Jungle. She shuddered at her imagination. Fancy connecting the jungle with The Peak!

Then the wind shifted and the music sounded clearer. She could Pick up the Rhythm. Soon she was able to make out the words: "Happy Days Are Here Again," she heard sung; and then: "You're Always in My Arms." That was the limit, and muttering "Sing You Sinners" she closed the window.

But those words haunted her and she was tempted to bring out and read once again that *Bundle of Old Love Letters* from Jock.

She read one, two — they brought visions of her happy old Scottish home, and she could almost hear the *Highland Echoes*.

Then she fell into a reverie. Gradually her thoughts took shape, and she was *Painting the Clouds with Sunshine*.

She saw herself again on that wonderful night of long ago, when, flushed with the dancing of the lancers, eighteenth, and Caledonians, she and Jock had slipped out into the moonlight. Idly she was *Picking Petals o' de Daisies*.

Then, "Should I?" she heard Jock whisper again. How well she remembered it all! "You'll Find the Answer in My Eyes," she had replied. "Okay Baby," he had cried.

with joy—then, oh, the thrill of that first kiss, she felt it again!

The following week Jock had gone away to carve out their future in Canada. "When its Springtime in the Rockies," he had written to her a year later, "we'd be happy together, darling." But she wouldn't wait and had married Lancelot. What a fool she had been!

Jock, *Lovable and Sweet*, (he would never have treated her the way Lancelot does!) Had he married? Is he happy? she wondered. Of course, she told herself, she was not worth grieving over! Yes, she admitted, she alone was to blame, and alone must suffer.

When she came back to earth the Song of the Dawn was in the air. The early birds were up and about! "Be Your Age," she sighed to herself. "Romance, indeed! What right have you to expect it?" And with this she turned over and slept—until tiffin time!

This story was inspired by the dance programme of Friday night's *Taikoo Ball*. In case you doubt it, I give the programme in full below:—

Extra Waltz.—*Bundle of Old Love Letters*.

Lancers.—*Highland Echoes*.

Fox Trot.—*Lovable and Sweet*.

Fox Trot.—*Happy Days Are Here Again*.

Waltz.—*Molly*.

Fox Trot.—*Should I*.

Eligant Reel.

Fox Trot.—*Sing You Sinners*.

Fox Trot.—*Picking Petals o' de Daisies*.

Waltz.—*You'll Find the Answer in My Eyes*.

Fox Trot.—*11.30 Saturday Night*.

Caledonians.

Fox Trot.—*Painting the Clouds with Sunshine*.

Fox Trot.—*Chant of the Jungle*.

Waltz.—*It Happened in Monterey*.

Fox Trot.—*All Quiet on the Western Front*.

Eligant Reel.

Fox Trot.—*Pick Up the Rhythm*.

Waltz.—*When it's Springtime in the Rockies*.

Fox Trot.—*Be Your Age*.

Fox Trot.—*Song of the Dawn*.

Waltz.—*You're Always in My Arms*.

Phew! it has been some job getting the Editor to allow that programme to go in. He has a set

objection to publishing any dance programme either before or after a ball, and his reason is sound, too.

The publishing of the dance programme before a ball is simply pandering to the selfishness of a certain type of dance goers who book up their partners for every dance days before the ball is held, thus giving the "stranger within the gate" who is luckless enough to receive an invitation, and attend, no earthly chance of getting a single dance. The visitor feels decidedly in the cold in consequence and wild horses won't make him accept another invitation to a dance.

Hong Kong suffers by comparison with other neighbouring cities in this respect. Why can't our dances be made more of a "get together" affair instead of a gathering of cliques?

The publishing of a dance programme after a ball is a prodigious waste of space in the newspaper, because it is split milk for the luckless stranger (who, because he felt cold in the ball room, had patronised the bar more frequently than was wise) and pleasure past for those "in the swim."

Because the Sunday Sallies always appear under these notes, my old friend Sandy MacInnery has concluded that I am responsible for them, too, and the other day he wrote to me commenting on the matter to the Editor.

He happened to be liverish that morning, so I signed Sandy's letter to the W.P.B., from where I rescued it, and I am using my friend's comments on the Sallies as a fill up. Here they are:—

(1) "So too bad no one thought about mentioning the skull and cross bones on the black sails of the alleged pirate junk!"

Comment:—That piracy story was all junk, anyway!

(2) "Riddle of a Marriage," says a headline.—But then most marriages are a riddle, and very little comes through it.

Comment:—In one case I (Sandy, that is) know, a dozen babies have so far "come through it!"

(3) More motorists are coming on the road every year.—Soon the only safe place for pedestrians in this Colony will be roof gardens.

Comment:—When that time comes there will be no roof gardens because all the roofs will have to be used for parking places!

SUNDAY SALLIES.

Officer—Are you a mechanic?
Private—No sir. I'm a McNaughton!

Newspaper heading: "Revolution That Nobody Noticed."—Probably a rare brain waver!

"He struck the constable with an offensive remark."—London paper. Yet they say that words are not deeds.

Raids on local Communists are becoming routine work with our Police. They are now of no more news value than gambling raids.

"Lost, bunch of eleven keys. Finder suitably regarded on returning same."—Homo paper advertisement.

He will be given a pleasant look.

At a dollar rate of one shilling the Government's surplus amounts to only £46,692.—Why not share it round us all now before the rate falls further?

"While the bean nourishes the human the leaves and stalks make excellent feed for goats."—Hitherto the goat has been considered as more or less exclusively herbivorous.

"After having been recently released from goal a Chinese was sentenced to two months' imprisonment for the theft of an alarm clock."—He can now be ruled out by the Interport "soccer" selectors.

Miss Maude Royden, the woman preacher, on smoking: "I do not give up cigarette smoking because I cannot, but because I do not think there is any wrong in it."—These negatives are difficult things to handle.

It will be generally recognised that the letterpress under a group photograph in our pictorial supplement to-day is quite correct—except that all are not tennis stars and that all are not members of the I.R.C.

"If Winter Comes" more severe mustaches and whiskers will come into fashion again.

He—I know you like a book!
She—That's all right—but mind you keep to your own library!

People with appropriate names: Mr. Morris Krushen, author of an article on "Million Dollar Men."

Suggested that Dame Clara Butt should make a series of records of Japanese songs in Japanese while in Tokyo.—The Great Dane!

"The steamship—the world's largest motor-ship, is back again."—Nautical Gazette. Probably a twin-screw paddleboat.

"William Shakespeare. A master of the English language this, a playwright."—Theatrical weekly. A master of the English language that, a writer.

A Scot who had a lost overcoat returned seemed more over-joyed at retrieving an unbroken packet of cigarettes in one of the pockets than at getting his garment back again.

Slogan of the London North Eastern Railway advertising a London to Edinburgh non-stop run: "Oh! you'll tak' the high road and I'll tak' the 'rail' road, and I'll be in Scotland afore ye."

Scout—Are we going to camp, sir?

Scoutmaster—We might go to Macao.

Scout: What?

S/M.—We might go to Macao.

Scout—Oh, I thought you said we going to get a cow!

"A quiet English family could give dinner to one or two British gentlemen. All English food and puddings in place of the overbearing banana, dinner served at 12.30 hours prompt."—Buenos Aires advertisement. Yes, we have everlasting bananas.

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PRIVATE HOTEL.

Telephone 56780 31-34, Wing Lok Building, 1st floor. Tel. Add. ALL MODERN CONVENIENCES. UNPARALLELED CUISINE. "Savarin" H.K.

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Accommodation For A Few Permanent Guests Still Available.

FINE LOCALITY.

FIRST CLASS SANITARY ARRANGEMENTS.

EXCELLENT CUISINE.

Lyceum Buildings, 9-16 inclusive, Mody Rd., Kowloon.

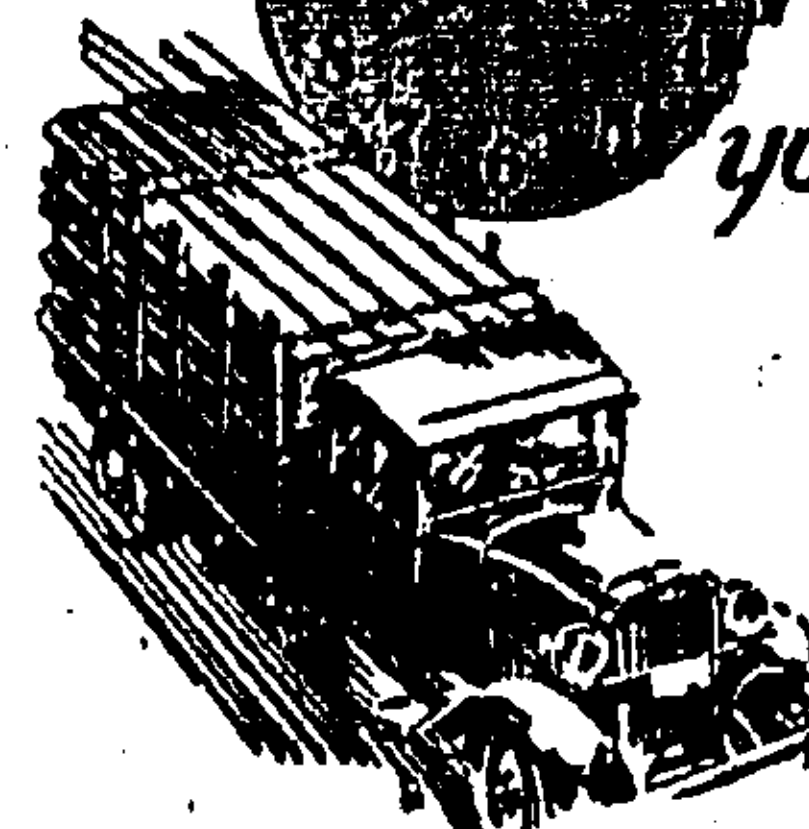
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(Mr. and Mrs. Ralph L. Phillips in charge).

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The CALL of the OPEN ROAD

Hongkong Sunday Herald
MOTORING SECTION
HONG KONG, JAN. 18, 1931.

"...light-hearted I take to the open road, 'Healthy, free, the world before me.'"



**STUDEBAKER
S P A
PIERCE-ARROW**

HONG KONG DELIVERED PRICES.

DELIVERY TRUCK.

R.A.C. Horse-Power Rating 27.4.
Brake Horse-Power 68 at 3,200 Revolutions.
Piston Displacement 221 Cubic Inches. Wheel-Base 114 inches.
Speed 50 M.P.H.

1 1/2 TON	Nett Weight	Factory Price	Shipping Price	Hong Kong Price
Delivery Chassis	2,200 lbs.	G\$ 595	G\$140	G\$ 735
Panel Delivery Truck de Luxe	3,310 lbs.	875	250	1,125
Screen Delivery Truck de Luxe	3,190 lbs.	875	250	1,125

Price Includes Standard Factory Equipment Only.

COMMERCIAL TRUCK.

R.A.C. Horse-Power Rating 25.4.
Brake Horse-Power 70 at 3,200 Revolutions.
Piston Displacement 205 Cubic Inches. Wheel-Base 130" and 160".
Speed 60 M.P.H.

1½ TONS				
Express Chassis 130" Wheelbase	2,655 lbs.	G\$ 695	G\$145	G\$ 840
Panel Delivery Car	3,965 lbs.	980	300	1,280
Screen Delivery Car	3,845 lbs.	940	280	1,220
Canopy Top Express Truck	3,554 lbs.	920	260	1,180
Open Express Truck	3,665 lbs.	880	250	1,130
Heavy Duty Express Truck	3,978 lbs.	995	280	1,275
Coal & Coke Truck	3,920 lbs.	950	270	1,220

Express Chassis 160"	3,010 lbs.	775	160	935
Panel Delivery Car	4,440 lbs.	1,265	300	1,565
Screen Delivery Car	4,330 lbs.	1,195	295	1,490
Canopy Top Express Truck	4,230 lbs.	1,130	290	1,420
Open Express Truck	3,960 lbs.	1,025	270	1,295
Heavy Duty Express Truck	4,390 lbs.	1,110	285	1,395

Price Includes Standard Factory Equipment Only.

Optional Equipment at Additional Price.			
Dual Rear Wheels	G\$ 34.00	Auxiliary Rear Springs	G\$ 7.00
Windshield on Truck Cowl	20.00	Full Length Running Board	15.00
Motor Governor	20.00	Automatic Fire Pump	35.00
Propeller Shaft Brake	6.00	Enclosed Driver's Cab Ass.	110.00
Radiator Shell Chrome Plated	8.00	Head Lamps Chrome Plated	8.00
Spare Tyre & Tube Size 6.00 x 20-6 Ply	23.50	Spare Tyre & Tube 32 x 6-8 Ply	37.50

COMMERCIAL TRUCK.

R.A.C. Horse-Power Rating 25.4.
Brake Horse-Power 70 at 3,200 Revolutions.
Piston Displacement 205 Cubic Inches. Wheel-Base 148" and 160".
Speed 60 M.P.H.

2-TONS					
Express Chassis 148"	W-B D.R.	3,660 lbs.	G\$ 895	G\$180	G\$1,075
Open Express Truck		4,525 lbs.	1,125	275	1,400
Heavy Duty Express Truck		4,870 lbs.	1,115	295	1,410
Coal & Coke Truck		4,810 lbs.	1,175	285	1,460
Express Chassis 160"	W-B D.R.	3,715 lbs.	945	180	1,125
Open Express Truck		4,585 lbs.	1,195	285	1,475
Heavy Duty Express Truck		4,995 lbs.	1,185	280	1,465
Furniture Truck		5,280 lbs.	1,365	305	1,670
Combination Farm & Stock Truck		5,332 lbs.	1,245	312	1,557

Express Chassis 160"	3,715 lbs.	945	180	1,125
Open Express Truck	4,685 lbs.	1,190	285	1,475
Heavy Duty Express Truck	5,095 lbs.	1,185	280	1,465
Furniture Truck	5,280 lbs.	1,365	305	1,670
Combination Farm & Stock Truck	5,232 lbs.	1,245	312	1,557

Price Includes Standard Factory Equipment Only.

Optional Equipment at Additional Price.

Windshield on Truck Cowl	G\$ 20.00	Auxiliary Rear Springs	G\$ 7.00
Motor Governor	20.00	Full Length Running Board	15.00
Propeller Shaft Brake	6.00	Automatic Fire Pump	35.00
Radiator Shell Chrome Plated	8.00	Enclosed Driver's Cab Ass.	110.00
Spare Tyre & Tube 6.50 x 20-6 Ply	31.50	Head Lamp Chrome Plated	8.00

THE HONG KONG HOTEL GARAGE.

25, Queen's Road Central
Stubbs Road.

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Tel. 27778.

MOTOR SERVICE HINTS

HELPFUL SUGGESTIONS FOR THE MOTORIST.

[By H. A. Alfioth, Service Manager of General Export Co.]

It is always a good plan, when grinding valves, to rotate them one-eighth or one-half turn, first in one direction and then in the other. Never give the valves a full turn. A full rotation of the valve will cause grooves to be cut in the seat by the abrasive compound, resulting in an imperfect grinding job.

Before replacing the cylinder head, be sure that the entire contact surface of the cylinder head, cylinder block and the gasket are free from dirt or irregularities of any kind. If the metal surfaces are not flat, have them made so by scraping. Use only new or perfect gaskets. A thin film of cup grease should be applied to both sides of the gasket. Be sure the gasket has clearance at all studs and registers with all water passages. In applying the cylinder head, see that all studs pass through if freely and that it seats properly on the gasket. In taking up the nuts or bolts, tighten each one evenly, a little at a time, until all are tight. The best results will be obtained if the nuts or bolts on each side of the cylinder head are tightened alternately, starting at the centre and working out toward each end. After the engine has been run for a few hours, an additional tightening is a safeguard against a section of the gasket's blowing out or developing leaks.

Some motorists remove worn tyres from the rear wheels, where they are subject to heavier wear and place them on the front wheels to get extra mileage from them. This is not good practice if the tyres are very old. A blow-out of a front tyre is much more dangerous than the collapse of a rear one.

A car is always worth the trouble of keeping it clean for the work done helps prolong the life of the car, and its good appearance has a stimulating effect upon its occupants. Yet many motorists permit an accumulation of mud and grime to collect on their cars. It should be remembered that dirt hastens the aging of a car by deteriorating not only the finish, but the structure beneath it.

It is not advisable to use one non-skid tyre and one plain tread tyre on the rear wheels. The plain tread tyre, having less traction than the non-skid tyre will do most of the slipping and will wear out much faster. It is best to equip both rear wheels the same in order to obtain uniform tyre wear. If one large tyre and one small tyre are used, a differential action is set up which causes needless wear.

Clean spark plugs add to the efficiency of an engine. They can be readily cleaned by filling the lower part of the plug with alcohol or a liquid metal polish and allowing it to stand for a few seconds. Then take a piece of wire or strip of metal covered with cloth and rub the carbon from the insulator, wipe clean and dry thoroughly before replacing in the engine. For cleaning the electrodes or points, use emery cloth or a knife.

Every motorist should have a knowledge of the function of the ammeter. This instrument indicates in amperes the amount of electric current passing to or from the battery. The pointer resting on the portion of the dial marked "charge" indicates that the genera-

tor is charging the battery. The pointer resting on the portion of the dial marked "discharge" indicates that more electric current is being used than is being produced by the generator or, in other words, the battery is discharging. With all of the lights on the ammeter should read "charge" at speeds of about ten miles (16 kilometers) an hour or more. If the motor is idling slowly, it should read "discharge" but the pointer should swing to the "charge" side of the dial when the engine is accelerated.

Before replacing tail-light and stop-light bulbs, which apparently have burned out, check the bulb connection. It may have fallen out of the socket, or become loosened so that a contact is not made. If the motorist is having the bulbs installed when he buys them, this point might be checked before the new lamps are put into their sockets. If he intends to install them himself, he might later discover his purchase to have been needless.

To eliminate spring squeaks, lubricate between the spring leaves with oil or graphite grease. It is not necessary to remove the spring to do this. Jack up the frame, to take the weight off the spring, then pry the spring leaves apart with a screw-driver or cold chisel. Graphite grease may be spread between the leaves with a table knife or a thin piece of metal.

Announcing the Arrival of 1931

B. S. A. MOTOR CYCLES

Greater motor cycle value than you've ever had before! That sums up B.S.A.'s for 1931. In addition to the many features which have hitherto helped to make B.S.A. Motor Cycles such outstanding value — forged steel back-bone, sump lubrication, hinged rear mudguard, gear driven magneto, etc. — several new features have been introduced which add considerably to the riders' convenience and comfort.

For example, the instrument panel; two-level petrol tap; oil pressure gauge; etc.

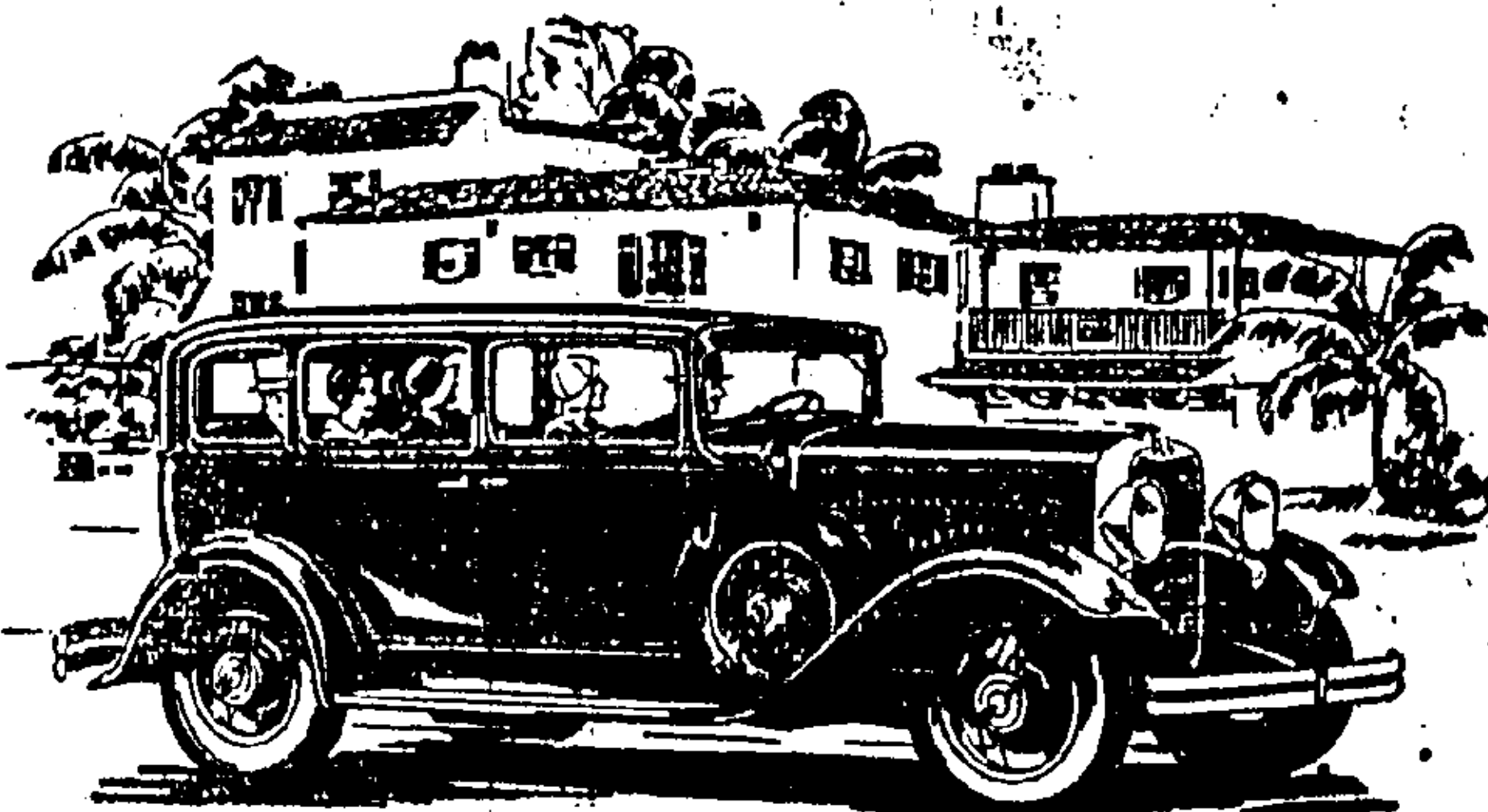
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A DEPENDABLE EIGHT luxurious and economical



Owners of the Dodge Eight-In-Line find it a truly economical motor car. It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption. The safe, silent Mono-Piece Steel

bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments. In economy as well as in power and masterful performance, the Dodge Eight-In-Line is a sound choice for those who ask much of a motor car.

DODGE BROTHERS

SOUTH CHINA MOTOR CAR CO.

33, Des-Voeux Road Central.

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Tel. 25644.

REPAIRING TYRE CUTS.

Small stone cuts in the tyres should be kept filled with some good tyre filler. This will keep out water and oil, which are injurious to tyre fabric, and will add many miles to the life of every casing. Oil is injurious to rubber. Inner tubes should never be thrown carelessly among greasy tools, or

oil cans. Wrap them carefully in cloth and keep them in a strong cloth bag. When cars are equipped with an extra wheel and tyre it is economical to alternate the spare with those on the rear at intervals. When tyres are not in use they have a tendency to harden and crack. Changing the tyres will lengthen their life, and result in more even wear all around.

The reservoir for the Houdaille shock absorber, which weighs one pound eight and one half ounces, formerly was machined from a rough forging weighing three pounds six ounces. Seeking a simpler way of making this part, Ford employees contrived to shape it from a casting weighing one pound thirteen ounces. As a result, only

four and one half ounces have to be machined from the casting, whereas formerly it was necessary to machine nearly two pounds from the forging. This represents a considerable saving; but on top of it is a reduction of six cents in the original cost of each reservoir, or twenty four cents on a car. New methods for machining the fly-wheel permitted the elimination of a number of expensive machines and tools, considerably reduced repairs to machinery, and at the same time increased production 1,000 wheels per shift. The saving amounted to \$1,062 a day. Formerly the tender bracket was a forging. Someone suggested a change in its design, so that a hot rolled strip could be used. This resulted in increased strength and rigidity and at the same time afforded a saving of 66.4 cents per car. A change in the milling of the cylinder block resulted in a variety of economies. The output of the mills was increased 20 per cent; the removal of blocks to remove rough surfaces, which formerly ran about 10 per cent, was eliminated; ten men were transferred to other work; and cutter heads were changed only three times a day instead of 100 times. These are but a few of the manufacturing economies effected between last November when prices were cut and the minimum wage raised to \$7 a day and June 1 when prices were reduced again. But they serve to illustrate how it is that the Ford Motor Company can apparently wipe out all profits and yet make money.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone 24641.

HEAD LAMP DAZZLE.**Banish It by Increased Intensity.**

[By The Hon. Mrs. Victor Bruce.]
I am very nearly convinced that the dazzle problem is one that we shall always have with us, because it appears to be of so contradictory a nature. The nearest approach to solution which we have yet achieved are merely compromises; and the fact that some of them answer fairly well, so far as safety, if not comfort, is concerned, does not alter the further fact that the problem is still a problem. It is merely logic (which, as a woman, perhaps, I ought not to mention!) that a light which is powerful enough to drive by must be dazzling to anyone in its path, unless its intensity be reduced — when it ceases to be powerful enough to drive by!

"Powerful enough," of course is an elastic term, which has not the same meaning to a motorist as to a cyclist. The non-motorist would say that the light could be reduced to a non-dazzling degree of intensity if the motorist were content to proceed at a pace in accordance with the degree of visibility thus obtained; whereas the motorist not unreasonably (in my view) requires to be able to drive with safety at the same pace after nightfall as before.

Battle of Blindness.

As I said before, we have some fairly effective compromises, but there are several things which might be done to make conditions still easier. In the first place, many cars are fitted with side-lamps which are worse than glaring head-lamps in their effect.

A very powerful head-lamp, even if its direct beam is dazzling, does light up the road to some extent for the man in front of it as well as for the driver of the car to which it is fitted, providing the first man is able and wise enough to avoid looking directly at it. The side-lamp does no such thing. It is equipped with a bull's-eye lens which projects a powerful beam, and, as few people take the trouble to focus their side-lamps properly, that beam goes straight out into the darkness, or even slightly upwards. The only object which it illuminates is the eye of the oncoming motorist! And with the head-lamps dimmed, dipped or deflected — or all three, as is the common practice in England — each of two approaching motorists is dazzled by the side-lamps of the other.

My Solution.

As side-lamps neither do, nor are intended to, illuminate the road, and even legally are meant only to indicate the extreme width of the vehicle, there is no purpose whatever in having either a very powerful bulb or reflector or a lens front. Lamp manufacturers and car makers ought to have realised this fact long ago; but as, apparently, they have not, a considerable improvement could be achieved if motorists themselves would take the trouble to put a disc of tissue paper at the back of the side-lamp glasses. The little circles of diffused light that would remain would do all that is necessary.

Reverting to the question of road illumination by the dazzling lamps of an approaching car, I have often noticed in returning to my home about the time when the cars of theatre goers and diners are streaming Londonwards against me that whereas the undimmed lamps of a single car may make driving uncomfortable, the combined lights of half a dozen or so vehicles get past the dazzling stage, and make the whole road as bright as day.

There is a thought in this; and, if it is anything at all, it is that the dazzle problem might — I say only might! — be solved by directly opposite means to those which have yet been tried; in fact, by increasing the power of the head-lamps six-fold, instead of reducing it to half or a quarter of its normal intensity.

Illegal Remedy.

Some of the worst features of head-lamp dazzle could be avoided if the lamps were so connected with the steering that the beam turned with the front wheels on rounding a corner, but such swivelling lamps are illegal in England, and apparently, since the idea has not been developed, everywhere else. The more "beamy" the illumination, the worse is the blindness of the driver in cornering and it is often complicated by the approach of another car, with head-lamps glaring straight across the road into one's eyes, instead of illuminating the path which the car must follow. It is surely only reasonable that the lamps should be effective in the direction to be followed by the car and, consequently, it is rather amazing that inter-connected lamps and steering is not compulsory, instead of being illegal.

There is a good deal of diversity of opinion as to the best type of

CAR COSTS.**Sacrifice Speed for Economy.**

The twopence a gallon increase in the price of fuel imposes on every motorist an added burden, which, if a car averages 10,000 miles and 20 miles a gallon, amounts to £4/4 a year. To combat this added running cost the owner has an opportunity in the average car of reducing his carburettor setting, and in this way reducing his fuel bill by extracting more miles of running from each gallon of fuel.

Few motorists appear to realise that to obtain reasonable petrol economy, brakes must be free of the drums, wheels correctly aligned and proper tyre pressures maintained. Assuming that these points have received attention, and that the engine is in reasonably good order, the carburettor adjustment, then can be taken in hand.

It is not generally appreciated that a car engine operates most efficiently at fairly low speeds on full throttle openings. The best speed, which varies for every car, will be found somewhere in the early "30's," as above this speed wind resistance starts to absorb the greater portion of the driving energy. At low speeds in top gear and on a level road, very little power is necessary, therefore the throttle normally is nearly closed and fuel is used at a very high rate in relation to the power developed through inefficient operation under these conditions. Now it will be obvious that to run under the best conditions of wide-open throttle and fairly good speeds, calls for carburettor adjustment.

The mixture strength should be retained, but the quantity admitted to the engine should be reduced by smaller choke tubes, or adjustment in the case of a variable jet carburettor.

Weakening the mixture without reducing the quantity will do no good from the economy point of view, as the engine will not develop enough power to give efficient operation. With the carburettor tuned for economy, it will be found that the maximum speed has been reduced greatly, but performance has not been affected much at speeds up to the new maximum. Under these conditions it is possible to drive at ordinary speed averages with almost a full throttle and thus obtain maximum efficiency with improved economy.

Speed Costs Money.

Compression is another factor which plays a large part in economical running, so valves, piston rings and other components must be kept as gas-tight as possible. The mechanically inclined owner-driver can obtain better results by raising the compression ratio of his engine by fitting thinner cylinder head gaskets, but a limiting factor is encountered in this direction, as a very high compression may cause detonation or "pinking." It may be found that, with the altered carburettor setting, the engine shows a tendency to "pink." This can be overcome by slightly retarding the spark, which, however, should be kept at all times as far advanced as is consistent with sweet running.

If operating economy is desired, it also must be remembered that speed always must be restricted regardless of what tuning and alteration has been made to the engine. Reductions in the use of fuel also can be gained as follows:—See that the throttle completely closes when the foot is taken off the accelerator. Mix some light oil completely with petrol and use it in the fuel tank to about a half-pint oil to each four gallons of petrol. Keep all valves, spark plug and contact breaker gaps equal and to the correct spacings. Eliminate idling in traffic jams. Coast on safe hills with the throttle closed, the ignition turned off, and extra air turned full on. Where no extra air is fitted keep the gear lever in neutral. Avoid sudden accelerations and all speed bursts. Reduce the use of the choke by idling the engine for a few minutes after starting from cold.

head-lamp to use. Some people prefer a very diffused light, with practically no beam at all, which lights up the road and the immediate surroundings of the car; while others favour lamps giving very nearly parallel beams which have next to no illuminating power outside their actual path, but which pick out any obstruction quite brilliantly a long distance ahead.

A Compromise.
With the parallel beams, one is travelling in darkness, and it takes some little time to realise that the principle upon which to act is that if you can see nothing at all, there is nothing there—that is, if you have been accustomed to being able to see that there is nothing.

I prefer a compromise between the two. I like a long distance beam; but I like also to be able to see something of the road surface, the corners and the conditions generally of the road over which I am going to travel.

AID OF AXE.**Motorist and Canadian Wilderness.**

With the aid of an axe, dynamite, several hundred feet of wire rope, an assortment of pulleys and a Buick, H. F. Needham is out to capture the Rutherford medal for the first trans-Canadian motor tour.

It is thirteen years since the award was offered and Mr. Needham is the first candidate for what is recognized as one of the hardest tests ever faced by motor and man.

With a stock model eight-cylinder Buick, equipped with oversize tyres and raised to give the engine clearance over muskeg and stumps, Needham is now deep in the roadless wilderness that separates Hearst from Nipigon in northern Ontario. As Needham has surveyed his route, the gap is 600 miles.

It took him but three days to go from Halifax to Hearst but the next thirty miles took a week. Once at Nipigon, he picks up the trans-Canadian highway and will have a good road to the other side of Port William and then nothing but a trail to Kenora, from whence he will have to blaze his route to the Manitoba boundary. His troubles will then be over until he reaches the Rocky Mountains.

There is only a short stretch in the mountains lacking a highway, and once over this the route is clear to Vancouver.

It all sounds simple to anyone who has never attempted travel in the wilds of northern Ontario. It cost more money to build a railway around the north shore of Lake Superior than it did to penetrate the Rockies. It is this stretch of wilderness which has forced Canadians to cross Canada by motoring through the United States. The road is slowly being built, but Needham is not waiting for the highway to win the Rutherford award, prize trophy of Canadian motorists.

Needham has spent six months surveying his own route to avoid canyons, large rivers, muskeg and the thickest of forests. Aeroplanes have left gasoline and oil in caches for him. He bought equipment and stocked his car until it looked like a combination of blacksmith shop and lumber camp. Then he set out on his trail-blazing journey.

The Rutherford medal has a long row of restrictions. The car must cross Canada entirely on its own power. The driver is allowed one assistant but cannot recruit a gang from a lumber camp if he finds himself in difficulties. He is permitted to cross railway tracks but must not run along a railway right-of-way. Ferries and rafts

are banned for crossing rivers. He must bridge or ford them. The trip is exciting more interest in the Dominion than a trans-Atlantic aeroplane hop. The journey offers a test which is a challenge to the driving skill and ingenuity of the operator as well as being a magnificent test of the power and ruggedness of the car. Needham expects his Buick to carry him safely through the Canadian badlands in approximately ten weeks.

SUGGESTED MOTOR CAR REGISTRATION LETTERS FOR CERTAIN PLACES.

X. X. Burton.
G. G. Newmarket.
S. X. Essex.
R. N. Portsmouth.
A. B. Devonport.
C. B. Dartmoor.
M. A. Oxford.
H. P. Worcester.
I. V. (fore) St. Andrews.
L. G. Criceth (Lloyd George).
B. C. Stonehenge.
H. C. Bath (Hot and Cold).
D. Y. Perth, (Dye).
G. R. Windsor.
M. P. Westminster.
R. D. Wessex (Hardy).
M. D. Edinburgh.
W. D. Aldershot.
C. E. Canterbury.

DE SOTO UNISTEEL.**Means Safety, Ease and Steadiness.**

Every one who has attended automobile races has been impressed by the way the fleet racing cars fairly hug the ground. They take the turns at high speed. They skim down the straightway like arrows, holding a true course, neither swaying nor wavering. An important reason for this steadiness, it is pointed out by the local De Soto dealer, is that the cars are built with the weight close to the ground. They have what is known as low centre of gravity.

"It is just as important for passenger cars to have low centre of gravity as racing cars," the dealer stated. "It is an element that gives safety, steadiness and better performance. In the De Soto straight eight this has been accomplished through an entirely new principle, known as unisteel construction."

"The De Soto straight eight is eminently safe. It is practically impossible to tip the car over. The body will not cave in. In driving it is found virtually skid-proof. The balance is perfect and there is no sideways or wavering. It will turn corners faster, a great safety and comfort factor in traffic. The car steers with marvellous ease and

sureness. It gets under way more easily and stops quicker.

"The unisteel principle is revolutionary. All wood is eliminated, except for flooring. The entire body is steel. The weight of body and passengers is brought two inches closer to the ground without sacrificing road clearance, and the overall height lowered one inch. Bodies are roomier.

"Wood has long since given way to steel in the building of skyscrapers, pullman coaches and bridges, at every point where stress and strain must be met.

"The wood parts eliminated are the top and bottom sills, bracing and so forth," Mr. — explains. "We get rid of the thick wooden bottom sills by bolting the body direct to the chassis. The chassis frame is built to follow the body contour. This gives a stronger chassis, banishes body overhang along the sides, and takes advantage of the mutual flexibility of both body and chassis. Body and chassis are a unit.

"There are but four major parts to the body, front, back and sides, all welded solidly together. It is relatively light in weight and permanently quiet, requiring no periodic tightening."

"From all angles the De Soto straight eight drives and handles with an ease that brings a new and pleasurable experience to motoring."

NEW MODELS



Priced to fit your 1931 budget

Safety glass available in all models in every window

WILLYS SIX EIGHT KNIGHT

Sole Distributors for Hong Kong & S. China:

GILMAN & CO., LTD.

4A, Des Voeux Road, C.

Service Station Garage:

DURO MOTOR CO., LTD.

182, Nathan Road, Kowloon.

WILLYS-OVERLAND FINE MOTOR CARS

MORRIS COMMERCIAL CARS

LIST OF LOCAL OWNERS.

Dodwell & Co., Ltd.	1—One Ton Truck—Lorry Body
Greaves & Co., Ltd.	1—One Ton Truck—Van Body
Hong Kong Electric Co., Ltd.	2—One Ton Truck—Lorry Body
Hong Kong Gov.—Forestry Dept.	1—One Ton Truck—Van Body
Nam Hing Motor Bus Co.	1—One Ton Truck—12-pass. Bus
Nestle Chocolate	1—One Ton Truck—Van Body
Hong Kong Gov.—Police Dept.	1—25-Cwt. Truck—14-pass. Bus
Kowloon Motor Bus Co.	1—25-Cwt. Truck—14-pass. Bus
Nam Hing Motor Bus Co.	1—25-Cwt. Truck—14-pass. Bus
Atlantic Petroleum Co.	1—20-Cwt. Truck—Tank Body
China Motor Bus Co.	2—30-Cwt. Truck—16-pass. Bus
Hong Kong Gov.—Sanitary Dept.	2—30-Cwt. Truck—16-pass. Bus
Kowloon Motor Bus Co.	2—30-Cwt. Truck—16-pass. Bus
Nam Hing Motor Bus Co.	2—30-Cwt. Truck—16-pass. Bus
Buttner & Son, Ltd.	1—30-Cwt. Truck—Lorry Body
Sincere & Co., Ltd.	2—30-Cwt. Truck—Van Body
Hong Kong Electric Co., Ltd.	1—40-Cwt. Truck—Lorry Body
Hong Kong Gov.—Sanitary Dept.	1—40-Cwt. Truck—Service Car
Kowloon Motor Bus Co.	1—40-Cwt. Truck—18-pass. Bus
Nam Hing Motor Bus Co.	1—40-Cwt. Truck—18-pass. Bus
Canton Government—War Dept.	10—6 Wheelers—M. D. Lorry
Hong Kong Gov.—P.W.D.	1—6 Wheelers—Dump Body
Hong Kong Gov.—Sanitary Dept.	1—6 Wheelers—Refuse Body
Hong Kong Gov.—Volunteers	1—6 Wheelers—Armoured Car
Kowloon Motor Bus Co., Ltd.	1—6 Wheelers—16-pass. Bus

R.A.C. Horse-Power Rating 13.9.
Brake Horse-Power 22 at 2,800 Revolutions.
Piston Displacement 91.8 Cubic Inches, Wheel-Base 114 Inches.
Speed 25 M.P.H.

Models	Nett Weight	Factory Price	Packing Shipping Delivery	Hong Kong Price
Chassis (31" x 4")	1,702 lbs.	£150	10	£162
Lorry	2,100	185	10	225
Standard Van	2,210	188	46	234
Van de Luxe	2,210	200	46	246

Optional Equipment at Additional Price.

31" x 4" Tyre	£12.5.0	Windscreen	£11.10.0
32" x 4 1/2" Tyre (All round)	£13.0.0	Scuttle Dash	1.5.0
Self-Starter	4.10.0	Rear Wings (per pair)	1.0.0

R.A.C. Horse-Power Rating 13.9.
Brake Horse-Power 22 at 2,800 Revolutions.
Piston Displacement 109.3 Cubic Inches, Wheel-Base 122 Inches.
Speed 30 M.P.H.

Chassis (32" x 4 1/2")	1,814 lbs.	£167	£13	£180
Lorry	2,912	210	45	255
Van	3,130	228	75	303
Tippling Lorry	3,245	220	45	265

Optional Equipment at Additional Price.

32" x 5" Tyres	£5.5.0	Spare Tyres 33" x 5"	£4.0.0
Self-Starter (Lucas 12-Volts)	4.10.0	Miller Drednought	3.0.0
3-Lamp	1.10.0	Mileometer	1.0.0
12-Volts Lucas Electric Light	1.10.0	Rear Mudguards, per pair	1.0.0
Set, including Head, Side and Tail Lamps and Large Battery	3.10.0	Scuttle Dash	1.0.0
Spare Tyres 32" x 4 1/2"	2.15.0	Windscreen	2.0.0

Super 30-Cwt. Models (R. E. Type).
R.A.C. Horse-Power Rating 15.9.
Brake Horse-Power 25 at 2,800 Revolutions.
Piston Displacement 162.1 Cubic Inches, Wheel-Base 128 Inches.
Speed 35 M.P.H.

Chassis (30" x 5" Front, 32" x 6" Base)	2,683 lbs.	£202	£18	£220
Lorry	3,584	247	54	301
Standard Van	3,472	267	78	344
Tippling Lorry	3,695	258	54	312

Optional Equipment at Additional Price.

Front Wheel Brakes	£7.10.0	Scuttle Dash (unfitted)	£1.0.0
Nickel Radiator	4.5.0	Windscreen	2.0.0
One Spare Tyre (30" x 5")	3.15.0	One Spare Tyre (32" x 6")	6.0.0
Front Bumper	1.0.0		

35-40 Cwt. Models (Type T.X.).
R.A.C. Horse-Power Rating 15.9.
Brake Horse-Power 25 at 2,800 Revolutions.
Piston Displacement 162.1 Cubic Inches, Wheel-Base 142 Inches.
Speed 35 M.P.H.

Chassis (32" x 6")	4,090 lbs.	£218	£19	£267
Standard Lorry	4,032	294	55	349
Standard Van	4,032	310	79	389
Tippling Lorry	4,144	306	55	362

Optional Equipment at Additional Price.

Side Lamps (5 lamp set)	£1.5.0	One Spare Tyre 34" x 7"	£8.0.0
Rear Wings (per pair)	1.1.0	T. X. Windscreen	2.0.0
33" x 5" Tyre (6) Twin Rear (Reduction)	2.7.0	Front Bumper	1.0.0
Governor Carburettor	8.0.0	Nickel Radiator & Bonnet	9.1.0
Front Wheel Brakes (with out servo motor)	7.10.0	34" (7") (4) Singles	7.0.0
One Spare Tyre (32" x 6")	6.6.0	Front Wheel Brakes (with Servo Motor)	18.5.0
One Spare Tyre (33" x 5")	4.0.0		

40-Cwt. Models (Type T.X.—P.L.).
R.A.C. Horse-Power Rating 15.9.
Brake Horse-Power 25 at 2,800 Revolutions.
Piston Displacement 162.1 Cubic Inches, Wheel-Base 150 Inches.
Speed 35 M.P.H.

Chassis (32" x 6")	3,388 lbs.	£262	£24	£286
Chassis (33" x 5")	3,388	260	24	284
Chassis (34" x 7")	3,388	270	24	294

Optional Equipment at Additional Price.

Side Lamps (5 lamp set)	£1.5.0	One Spare Tyre 34" x 7"	£8.0.0
Rear Wings (per pair)	1.1.0	T. X. Windscreen	2.0.0
Governor Carburettor	8.0.0	Front Bumper	1.0.0
Front Wheel Brakes (with out servo motor)	7.10.0	Nickel Radiator and Bonnet	9.5.0
One Spare Tyre (32" x 6")	6.6.0	Front Wheel Brakes with Servo Motor	18.5.0
One Spare Tyre (33" x 5")	4.0.0		

50-Cwt. "LEADER" Models.
R.A.C. Horse-Power Rating 22.4.
Brake Horse-Power 40 at 2,800 Revolutions.
Piston Displacement 228.6 Cubic Inches, Wheel-Base 155 Inches.
Speed 40 M.P.H.

Chassis (32" x 6")	4,480 lbs.	£445	£37	£482
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Optional Equipment at Additional Price.

One Spare Tyre 32" x 6"	£6.6.0	Nett	
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SIX WHEELER MODELS.
R.A.C. Horse-Power Rating 15.9.
Brake Horse-Power 25 at 2,800 Revolutions.
Piston Displacement 162.1 Cubic Inches.
30-Cwt. Wheel-Base 122 Inches, 2-Ton Wheel-Base 144 Inches.
Speed 35 M.P.H.

30-Cwt. Chassis 32" x 4 1/2"	4,144 lbs.	£465	£18	£483
30-Cwt. Standard Lorry	5,152	520	64	584
30-Cwt. "W.D." Lorry	5,208	530	64	594
2-Ton Chassis 32" x 4 1/2"	4,256	490	21	511
2-Ton Standard Lorry	5,276	540	76	616
2-Ton "W.D." Lorry	5,320	555	71	626

Optional Equipment at Additional Price.

32" x 6" Single Tyre	£16.10.0	Parson's Chains for 32" x 6"	
Windscreen (Standard)	2.0.0	or 33" x 5" (Single Wheel)	
Scuttle Dash (for Elan)	1.7.0	per set	£7.10.0
Non-Skid Treads (for Elan)		W.D. Type Touring Hook	4' 0.0
Standard 32" x 4 1/2" Twin Rear Wheel	9.15.0		

Viceroy 20-Seater Coach Model.
R.A.C. Horse-Power Rating 27.
Wheel-Base 168 Inches.
Speed 45 M.P.H.

Chassis 34" x 7" Single	5,040 lbs.	£585	£46	£631
Chassis 32" x 6" Twin Rear	5,264	595	46	641

Optional Equipment at Additional Price.

One Spare Tyre (32" x 6")	£8.0.0	Standard Visclator Screen	£19.10.0
One Spare Tyre (34" x 7")	8.0.0		

Dictator 28-Seater Coach Model.
R.A.C. Horse-Power Rating 41.
Wheel-Base 196 Inches.
Speed 50 M.P.H.

Chassis 38" x 8 1/2" Twin Rear	6,832 lbs.	£890	£54	£934
Chassis 34" x 7" Twin Rear	6,832	883	54	937

Optional Equipment at Additional Price.

One Spare Tyre 38" x 8 1/2"	£10.0.0	One Spare Tyre 34" x 7"	£8.0.0
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THE HONG KONG HOTEL GARAGE.
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ROAD INSPECTION

SEQUEL TO INTERNATIONAL ROAD CONGRESS.

Washington, D. C., Dec. 16.
Carrying the story of America's highways to the far corners of the globe, some 250 builders and administrators of the world highways have returned home from the western hemisphere to take up their duties with renewed vigour, the direct result of 18 days' first hand inspection of road systems in various states of the Union as guests of the Highway Education Board.

As official delegates to the sixth International Road Congress, held in Washington from October 6 to 11 at the invitation of the United States, these men were invited by the Board to participate in one of three post-congress tours of inspection of highway construction and transportation. Each tour provided for studying slightly different problems of construction and traffic and thus delegates were able to select the route providing conditions most similar to those found in their own countries.

Heavy traffic, high type roads and a densely populated, industrial area were inspected by Tour No. 1, going through New Jersey, Pennsylvania, New York, parts of New England and Ohio. Low cost roads, mountain highways, light to medium heavy traffic in a warm and what is primarily an agricultural but growing industrial area were provided by Tour No. 2, travelling through the states of Virginia, North and South Carolina, Georgia and Florida, while Tour No. 3, moving from Washington to South Bend, Indiana, through Chicago and the states of Wisconsin, Minnesota, Iowa, Missouri and Illinois, offered the delegates both light and heavy traffic over varying types of roads, built to withstand the cold temperatures of the Northwest.

Appetites Whetted.

Whetted by the deliberations of the Congress, the delegates' appetites for the survey of American road construction methods were high when the tours left Washington, one north, one west and one south. In each State they were accompanied by engineers from the State highway departments who explained details of the various types of construction over which they moved. Each delegate was given a log book containing descriptions of the cost, construction, traffic density and other information. On the several State road systems, sections of road were identified by signs placed along the roadside by State highway departments and as the buses rolled along, the delegates jotted down notes, talked with each other and observed keenly.

These notes, frequently expanded after stopping for the night, will be supplemented with photographs taken by official photographers accompanying the tours. These men had special instructions to photograph construction operations, including machinery, construction stages, topography and other essentials.

With travel worries eliminated and care of baggage delegated to an assistant manager who had it waiting in the rooms when the delegates arrived at their hotel, everyone was able to attend wholeheartedly to the business in hand: the examination of a new type of surface, the observation of a special labour-saving device or the question of building a base for a heavy-traffic road through swampland, such as was encountered in Georgia and Florida.

Activities during a typical day and the impressions formed are well illustrated by the following abstracts from the diary of one of the participants:

Some Impressions.

"To-day we stopped by a road in Virginia. Crushed stone had been rolled and we arrived just in time to see the application of asphalt. We then walked ahead to a small tractor rigged out so that it would both sweep and blow dust and other material from the road surface, preparatory to applying the asphalt. "In spite of repeated warnings to stay behind this contraption, several insisted upon remaining in front in what they supposed was a point of vantage. Finally the signal was given. A swirling dust cloud that hid everything beyond it was the result and a moment later emerged from this several of our party scrambling as hard as they could to get away from the grime and dust, much to the delight of the others."

"Engineers of the Virginia Highway Commission came in for much questioning. The one in our bus has been constantly busy. Some of us are taking many notes."

"Left Winston-Salem this morning for Roanoke Gap and Graystone Inn. After several miles it was announced we had just begun travelling over a surface-treated top-gill road. Being smoother than the concrete, this announcement aroused much interest and a few

miles further along we stopped for an inspection.

"Pleasing Revelations. "Turning off the main highway, it was not long before we started up the mountain side over an excellent road. Curves not too sharp, plenty of room to pass other cars, smooth surface, sides excellently marked and protected by guard rails and a grade that is universally approved, these were pleasing revelations to many of us. Autumn hues of brown, red, orange, yellow and green faded off to a purplish gray haze. All in all, the morning drive was delightful."

"During the afternoon we pulled up in the centre square of Lenoir where every one in the town had collected. Upon alighting we were informed that refreshments awaited us, being provided by the local Chamber of Commerce. We were quite moved by this hospitable welcome which came so unexpectedly. The townspeople were truly generous in their welcome."

"Made Asheville to-night about 7 o'clock. At the city limits we were met by a squad of local motor cycle Police, thus considerably augmenting those already with us. The way was cleared for our entrance into the city and passage through its streets, just as it had been all day in the country. Cars, whether going or coming, are required to pull to the side of the road until our motorcar has passed, and thanks to the efficient aid of the state highway patrol, we make excellent speeds."

As each day on each tour brought new conditions, new types of construction, new incidents, each of the 250 members assimilated some new information about America, its roads, its people, its industry, and its countryside.

Those in the Western Tour, learned that Chicago has beautiful boulevards and parks; that Milwaukee, once famous for its beer, manufactures great quantities of road building equipment; and that St. Paul and Minneapolis are large industrial cities. New York, the world's financial mart, Schenectady and its electrical works, Buffalo and Cleveland with their varied industries, were visited by delegates on the northern tour, while those travelling south passed through the beautiful Blue Ridge mountains and visited the thriving centres of Roanoke and Winston-Salem, Charlotte and Columbia, Charleston and Savannah, and the fertile fields of Florida. All learned that results are not the only criterion by which Americans judge and that hospitality still is cherished in the hearts of the people.

Traffic Control Inspected.

All three tours ended at Detroit, the Southern Tour going there from Palm Beach by train. As guests of the automobile manufacturers of the Detroit district for several days, delegates inspected traffic control, manufacturing plants, the international tunnel to Windsor, and automobile testing grounds. After this the tours proceeded by train via Niagara Falls to New York where they were disbanded.

Although some 60 national and colonial governments were represented on the three tours, difficulties of language were overcome through the co-operation of the Departments of State and Commerce. The former attached a number of its consular officers and the latter several members of its foreign service, then home on leave, to each tour. The United States Bureau of Public Roads also furnished two engineers for each tour and other members of the staffs, including photographers. Each party was accompanied by a staff of about 15 Americans, including government representatives. What was the outstanding thing that impressed these participating? It is difficult to state, for very few of them were prepared for everything they saw or encountered while en route. Certainly the hospitality that was showered on them in all the States they visited will long be cherished in their memories.

SOFT BRAKING.

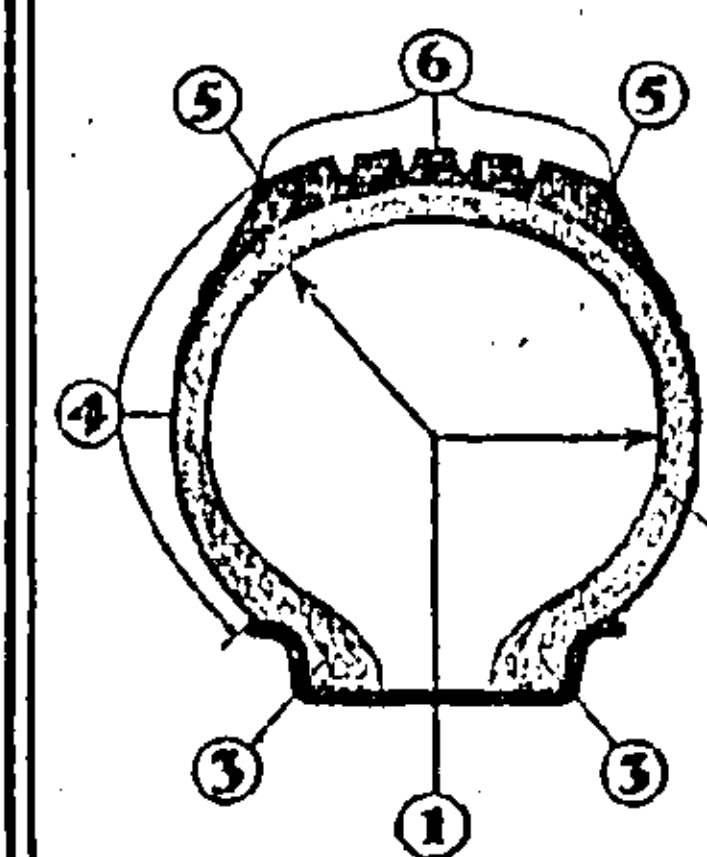
Smooth-Starting and Smooth Stopping.

Why do some motorists consistently obtain 12,000 or more miles from a set of tyres while others have difficulty in getting 10,000? Frequently the answer rests with the drivers' methods of starting and stopping their cars, according to Mr. C. H. Goetz, Fisk dealer.

"Motorsists vary greatly in their methods," said Mr. C. H. Goetz. "The expert driver invariably starts smoothly and stops with a cushioned effect. He gets a far greater tyre mileage than the jerky starter and the abrupt stopper. The trick of accelerating and decelerating

The most Conclusive Evidence of SUPERIORITY---

... this cross sectional diagram clearly illustrates 7 Points of Superiority which the Air-Flight Principle Tyres by Fisk alone can offer you.



FISK'S 7 POINTS OF SUPERIORITY

1. Larger Air Chamber
Carrying more air at a lower pressure—it brings a new and far better representation of riding comfort allowing your car to ride less on the road and more on the air.

2. All-Cord Process
A patented Fisk development which reduces internal friction and adds strength without adding weight.

3. Multiple Cable Bead
Multiple Cable Bead gives added strength at the rim while increasing sidewall flexibility.

4. Increased Flex Area
Increased length of Flex Area as sidewall provides greater use of the air cushion.

5. Streamline Tread
The fine width of the streamline tread eliminates the surface wearing, hanging tread rubber and allows greater air circulation.

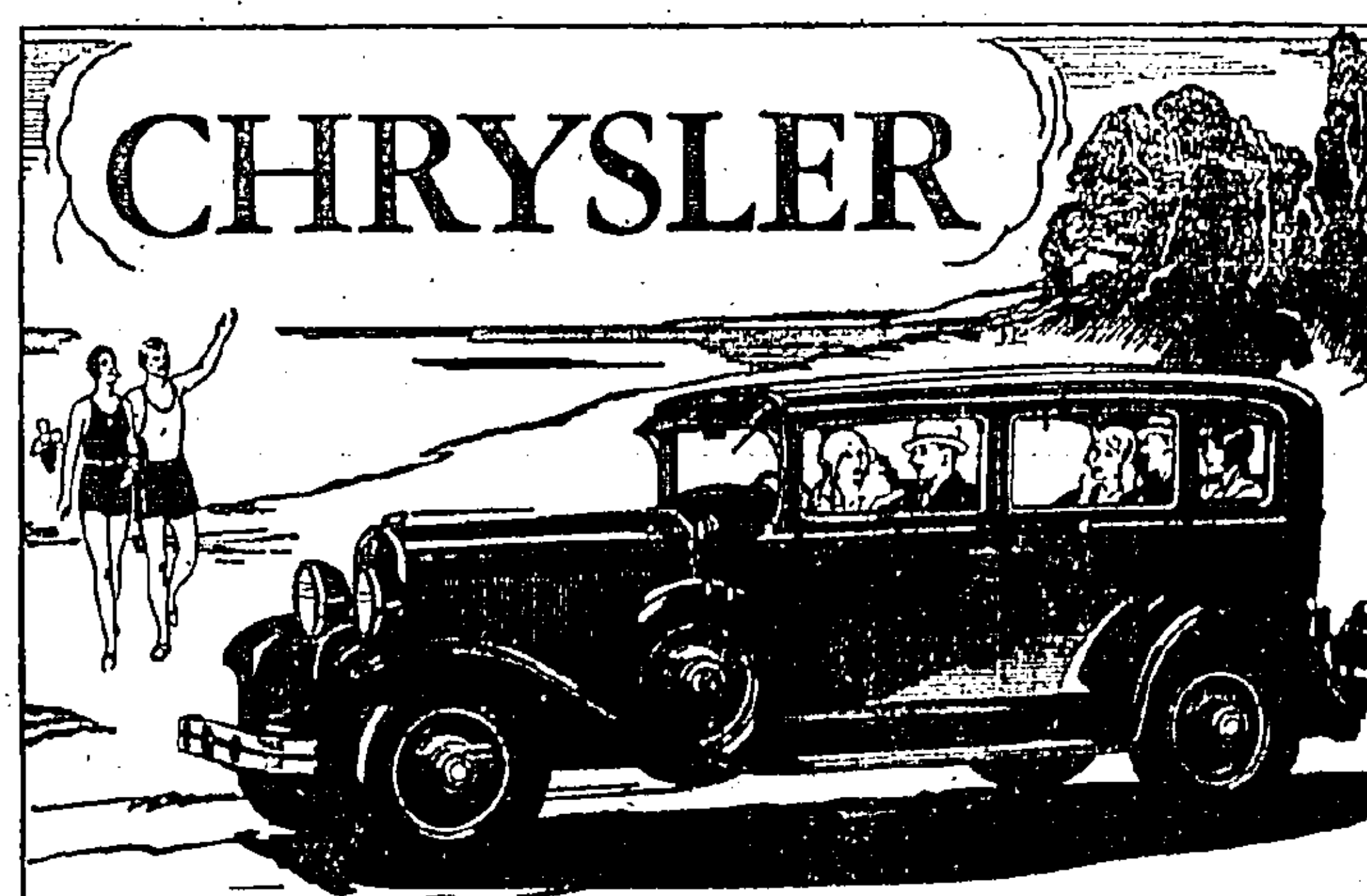
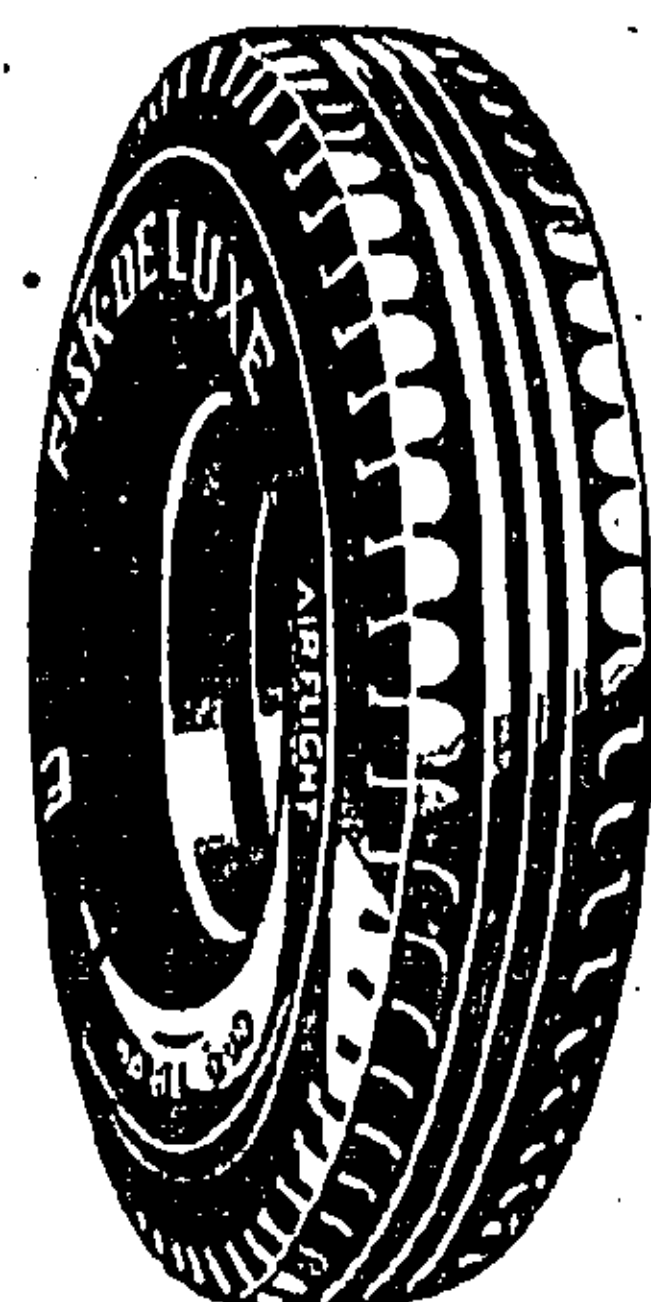
6. Greater Road Contact
Results in better and more lasting roadholding qualities and secures you of safe traction at any speed.

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The newly perfected balance between air and material achieves the maximum of air-cushioning and mileage.

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Take your ride in a Chrysler and sense that very definite something which makes a Chrysler a Chrysler... that something which is so different, so much more thrilling... that something which inspires a pride of ownership all its own.

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484-486, QUEEN'S ROAD, WEST.

TEL. 25674.

with minimum stresses and strains comes natural to some people, but it can be acquired with practice by almost anyone. It is a trick worth learning, for it saves the tyres and it spares the whole driving mechanism of the chassis.

"Testers at the Fisk factory a short time ago equipped a car with a set of tyres normally good for 12,000 or 15,000 miles. Hitting up

a 35 mile spend, they jammed on the brakes 'bad-driver' fashion, and slammed back to speed again, every quarter of a mile. After 108 miles, or 432 stops and starts as performed by a typical car-wrecking kind of driver, the treads of the tyres were half worn through. Under that kind of the tyre-and-chassis economies now possible to careful owners and drivers."

"With the powerful six and eight cylinder engines now in use, numerous drivers seldom use their low gears. Starting in second is good practice, providing it is done smoothly. But if the operation is unskillfully performed, the owner of the car cannot expect to profit by the tyre-and-chassis economies now possible to careful owners and drivers."

FIRESTONE CO.

Annual Report Shows Progress.

The President of the Firestone Tyre and Rubber Company, on behalf of the Board of Directors, reports for the fiscal year ended October 13, 1930, as under:

The rubber tyre industry is outstanding in the progress it has made in improved and economical manufacturing. With the machinery we have developed which makes better and more uniform tyres with savings in the waste of materials, one man can make ten tyres to-day in the same time he took to make one tyre seventeen years ago. The car owner, in turn, can to-day get the same tyre value for \$1 that cost him \$10 at that time.

However, the industry has met with great difficulties in the fluctuations in the prices of its raw materials—rubber and cotton. These fluctuations are the greatest menace to consistent and satisfactory earnings. This condition has been unusually severe the past year. The price of crude rubber dropped over 70 per cent. during the year, and the price of cotton over 35 per cent. These reductions, together with the general depression, excess manufacturing capacity and over-organisation, have caused unusual price cutting in the industry.

Our sales were \$120,015,663, which is 17 per cent. less than last year. We are glad to advise you that by readjusting our organisation and reducing our expenses in every phase of our business, and after writing down our inventories to market prices, absorbing our expenses in organising and establishing One-Stop Service Stores, establishing and developing our battery business and the expense in connection

with our rubber growing in Liberia—and after providing for depreciation, interest, Federal taxes and all charges, we show a net profit for the year of \$1,541,034.

Our programme in establishing One-Stop Service Stores has given us knowledge and experience that has been of great help to us and our dealers in building a larger retail business along more economical lines and at more stable prices. We believe this, in no small measure, accounts for the fact that while it is estimated there are 25,000 less tyre dealers to-day than there were two years ago, we succeeded last year in securing 6,928 new dealers who joined with us. We have established over 400 One-Stop Service Stores and have invested in them approximately \$25,000,000 in land, buildings and working capital. These are separate corporations in which we have financial control. While we will continue to establish these One-Stop Service Stores where it is found necessary and profitable to do so, this will be on a very conservative scale.

We now have 43,000 acres planted in rubber in Liberia and have an additional 10,000 acres cleared. We will plant 5,000 acres this coming year with bud stock that we now have in our nurseries, and maintain the area, we already have planted, keeping our expenses in Liberia to a minimum. We feel that no matter at what price rubber will be sold in the future we can produce it in Liberia as cheap as or cheaper than it can be produced in any other rubber-growing country.

We are not contemplating any further plant extensions, but we did find it necessary to establish a plant in South America with a capacity of 1,000 tyres and tubes a day. We have purchased land in the Argentine, at Buenos Aires, and we plan to have the plant

DE LUXE CARS.

Offered by Ford Motor Company.

The first part of last year saw two new developments in the business of the Ford Motor Company, both of which had their share in increasing the company's business. One of these was the introduction of de luxe models designed to appeal to those who desire appointments and refinements unusual in the low priced field. The Ford line now includes a sedan, coupe, and phaeton in the de luxe class, all of which have the standard Model A chassis.

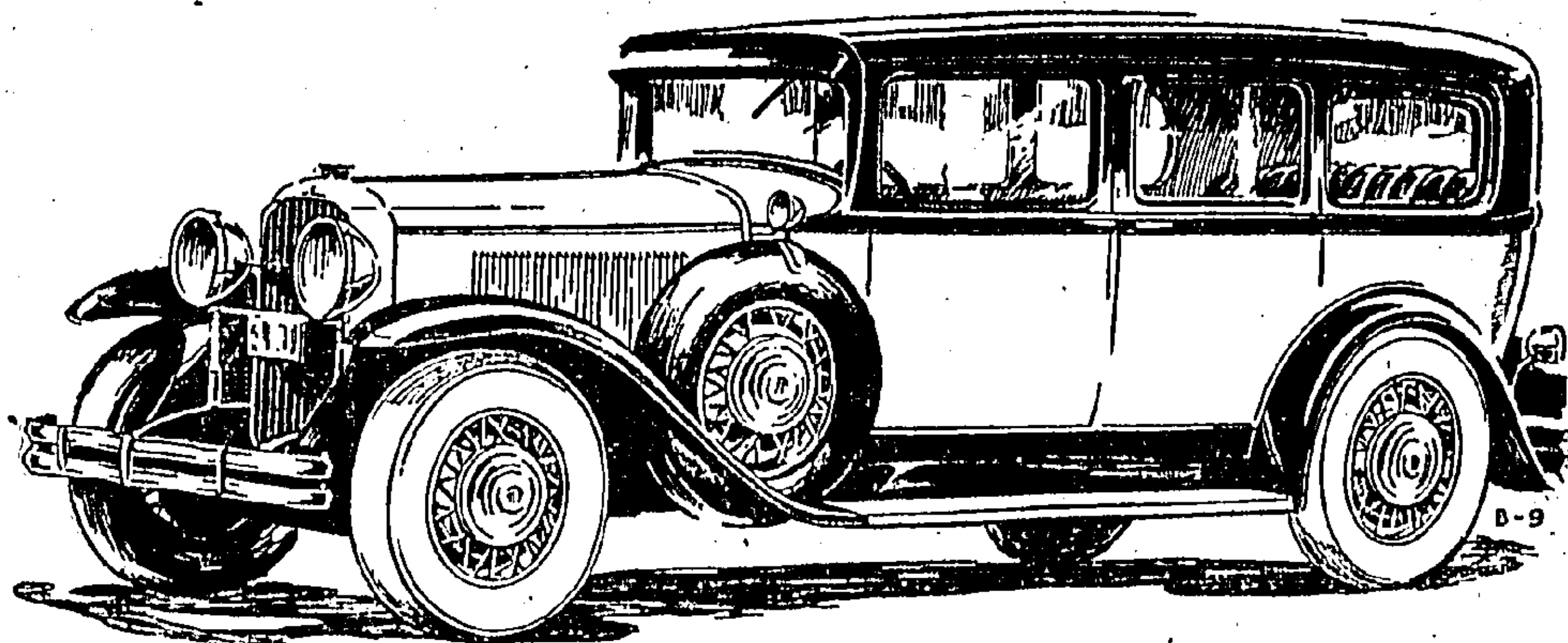
The other developments were the introduction of a new truck chassis with four-speed transmission, dual rear wheels, and an optional wheel base of either 131½ or 157 inches. This new truck has so extended the usefulness of the Ford that, within the first half of last year, it found its way into many fields in which it had not previously been a factor.

built and in operation by May 1, 1931.

The great problem to-day of every manufacturer is to merchandise and distribute his products more economically. We have made great progress the past year in this respect by readjusting our merchandising and distributing system and by material reductions in all of our expenses.

With our inventories written down to market prices, which are the lowest in history, and with a loyal and ambitious organisation that has a better understanding of its problems than ever before, we are looking forward to a very satisfactory year.

[The local agents are the Dragon Motor Car Company.]



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance—or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it—and ride in it—to appreciate why Buick is the car that satisfies so completely.

114" Wheelbase Buick Models	\$81,530 to \$81,655
118" Wheelbase Buick Models	\$81,820 to \$81,930
124" Wheelbase Buick Models	\$82,160 to \$82,195
132" Wheelbase Buick Models	\$82,160 to \$82,705

THE DRAGON MOTOR CAR CO., LTD.

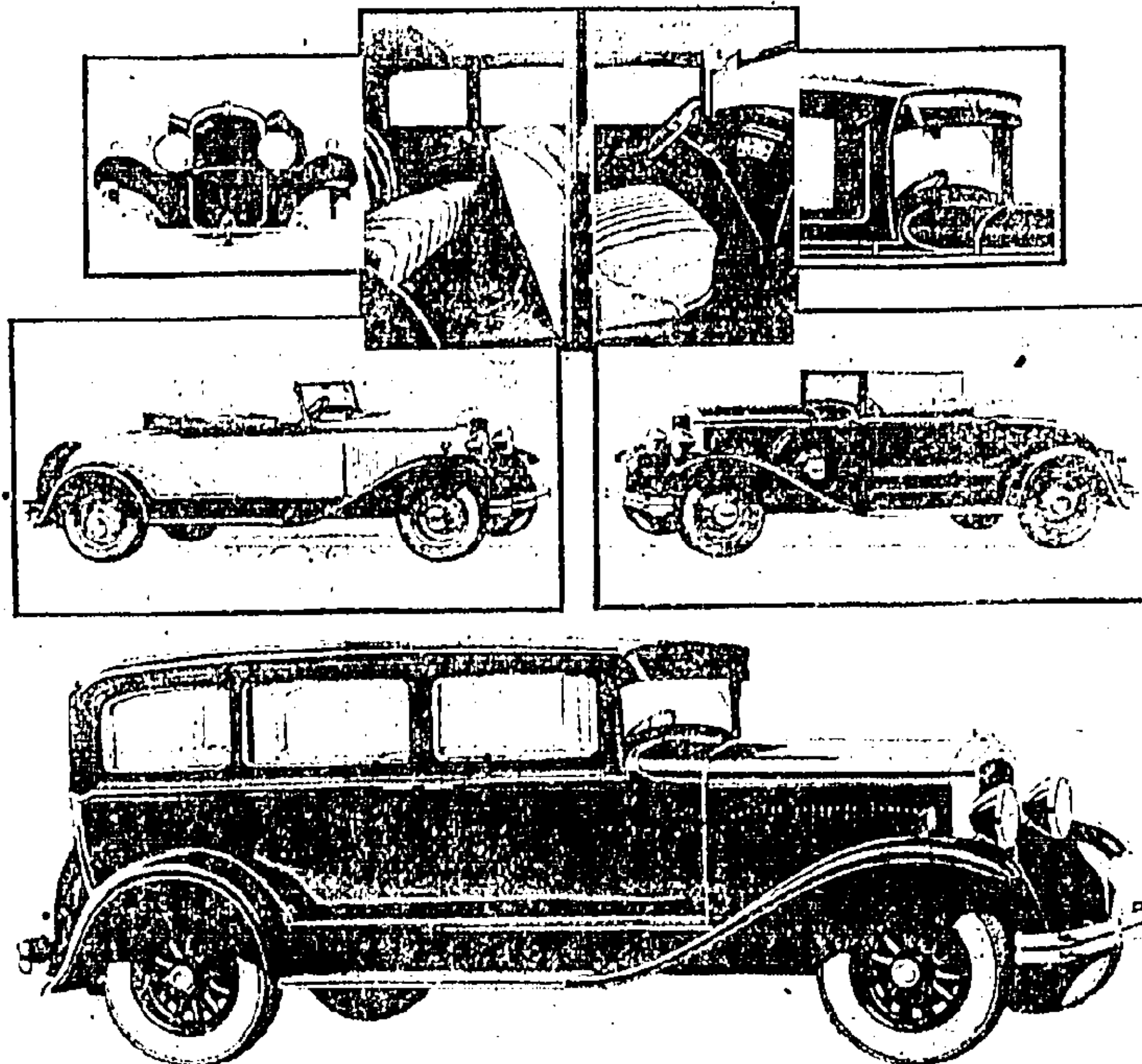
Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

The BUICK 8

The Eights with Buick's Prestige

More Power in Finer De Soto Six.



A bigger engine, new-process Steelweld body and advanced styling, are now presented in the finer De Soto Six. Illustrated are (upper left) front view of car, showing parking lamps on fenders; (upper center) roomy sedan interior; (upper right) smart new French-type visor. Below (left), the finer Six roadster and (right) convertible coupe. At bottom is the sedan, showing the beautiful new body contours.

PERFORMANCE.

Focuses Attention on Engines.

The spirited, capable performance of the new Dodge Brothers low-priced Six and Eight-in-Line has focused public attention upon the modern engineering principles incorporated in the power plants.

From an engineering standpoint the new Dodge cars are classed among the most interesting offerings of the industry for 1930.

The new engines have the most modern type of combustion chamber head, providing sufficient compression for efficiency and economy as well as power output without in any way making the engine sensitive to carbon. The combustion chamber is shaped so that the full fuel charge is fired at once. There are no "pockets" into which the mixture may escape and thus burn more slowly than the main charge. This has resulted in ample power and smoothness. The "breathing" capacity of the engines due to the generous size and construction of the carburettor and intake manifold is responsible for the steady pulling ability and power development.

Down-draft carburetion employed in the new Eight is an important factor in producing the projectile-like acceleration of this on-the-go car.

It is the belief of Dodge engineers that ample provision must be made in present-day cars for warming up the engine in the least possible time. Manifold heat control, therefore, has been perfected to the extent that after a few explosions, incoming gas is preheated and enters the cylinders as a dry vapour. This mixture burns easily and completely and will not contribute to crankcase dilution. Thorough ventilation also helps to prevent raw gasoline and other foreign matter mixing with the oil in the crankcase. Other examples of advanced engineering design in the power plants are: ventilated bridge-type pistons of light alloy, chrome-nickel inlet and silchrome steel exhaust valves and camshaft-driven fuel pump with a visible sediment trap.

Cool operation is also an outstanding feature of Dodge engines. The water spaces have been carefully laid out so that water flow is uniform around all the parts that require cooling.

Silence is another leading characteristic. This is brought about by using the lightest practical reciprocating parts, by the design of cams to avoid valve clicking or pounding, by rubber mountings for engine and sound-dampening coil springs in the clutch which insulate the important units and thus prevent synchronism or "tuning in" of parts with each other. Monocoque bodies are another important factor contributing to silence.

STEERING CONTROL.

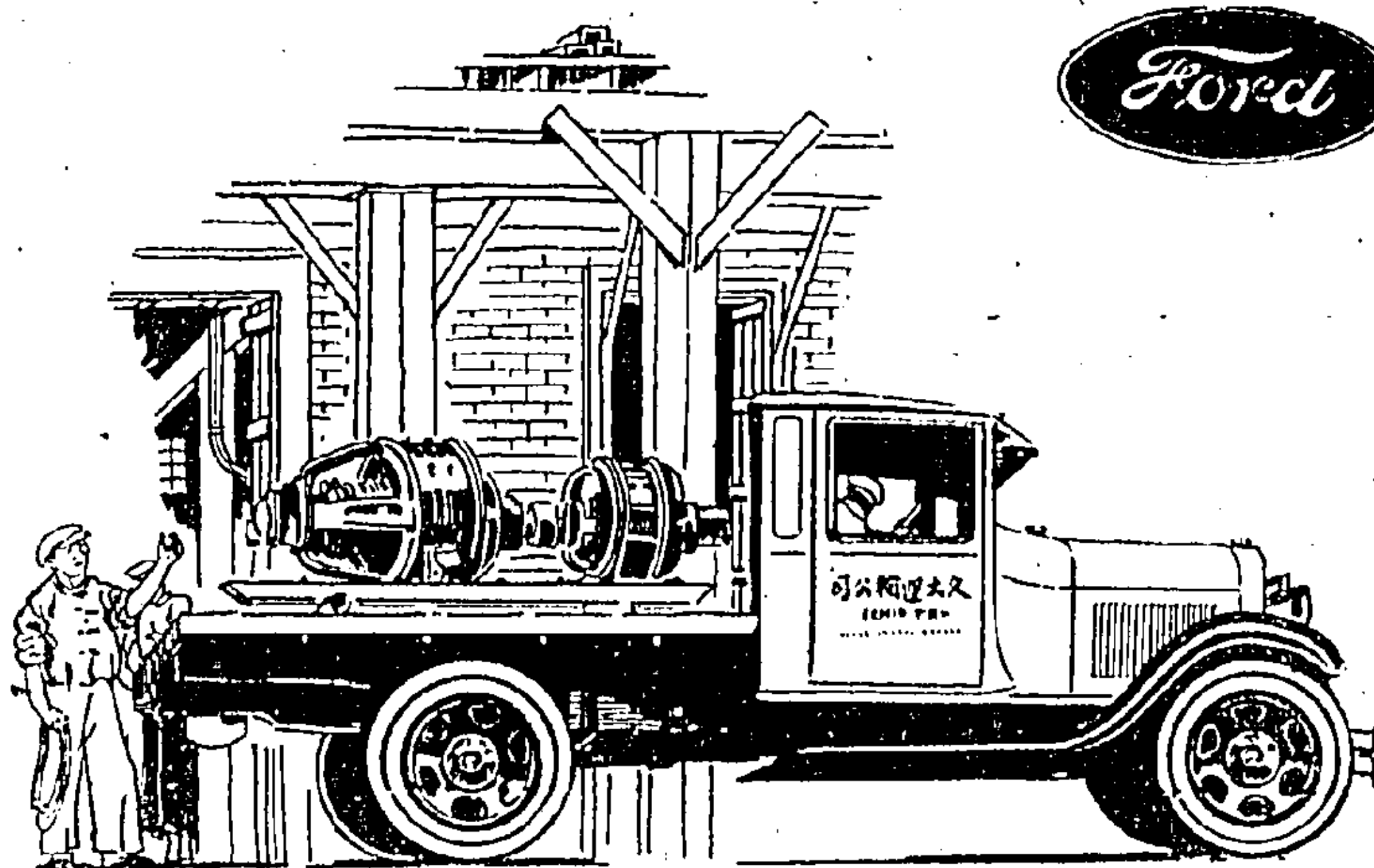
Owing to the steering gear failing a man was killed in London by a car driven by the youthful daughter of a well-known member of Parliament. The coroner tried to make the flesh of the jury creep

by telling them how alarming it was to think that thousands of cars in London streets might get out of control if the steering dislocated. The motor trade in London resented this implied aspersion on the soundness of workmanship, and promptly made it clear that the fear of the coroner was unfounded. The managing director

of one firm said:—"It is impossible nowadays for the steering gear of a car to get adrift under any condition of mere wear. All modern cars have the steering gears and rod ends protected from coming adrift, and all joints are so arranged that the arms and rods cannot break apart unless struck a violent blow."

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 28, Wyndham Street or Phone 24641.



The New Ford Truck With Closed Cab and Platform Body

THE NEW FORD 1½ TO 2-TON TRUCK

In hauling supplies on contract, where schedules must be met—or bettered—the Ford 1½ to 2-Ton Truck is PROMPT and RELIABLE. For this, and for numberless other types of service, the Ford Truck offers an additional value, which is ECONOMY.

IT IS LOW IN FIRST COST AND HAULS BIG LOADS ECONOMICALLY.

The way in which fine materials have been incorporated into parts of simple and rugged design is one of the features which increase the ability of the Ford Truck to move a load at a minimum of effort and expense.

Ford policy has always been to use the best possible material for each part, and then, through large production, to give it to the public at low cost.

FORD MOTOR COMPANY, EXPORTS, INC., SHANGHAI.

The use of only Genuine Ford Parts guarantees perfect performance



WHITTA'S MOTOR AUCTIONS

AT CAMERON ROAD, KOWLOON.

next door to the PENINSULA GARAGE. Phone 56720. Phone 26485

All Cars, Motor-Cycles, Trucks, and Motor Accessories are on View up to 7.30 p.m.

Cars for Sale received up to Wednesday at 5 p.m.

Sales Room Open for Private Sale Every Evening to 7.30 p.m.

